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VOL. IV.

LETTERS AND PAPERS
RELATING TO THE
First Dutch War
1652—1654

EDITED BY
C. T. ATKINSON
FELLOW OF EXETER COLLEGE, OXFORD
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EDITOR'S NOTE

THIS volume of the Letters and Papers of the First Dutch War cannot claim the authority of the editor of the previous volumes, as Dr. GARDINER'S work in connection with it had merely consisted of having the Dutch documents from the Archives of the Hague copied and translated, and in beginning the collection of the English papers. He had selected the extracts from the contemporary papers such as *Mercurius Politicus*, and also those from the Penn MSS., but had left no notes upon them save the second footnote on p. 266, the authorship of which is acknowledged by his initials. I do not therefore feel justified in associating his name with a volume for the shortcomings of which he is in no way responsible.

I desire to express my thanks to Sir J. KNOX LAUGHTON, K.C.B., for the kind assistance he has given me in the solution of doubtful points.

C. T. A.

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*This volume—PAPERS RELATING TO
THE FIRST DUTCH WAR, 1652–54 (Vol.
IV.) – announced for last year, has been unavoidably
delayed, but is now issued on the 1909 subscription.*

March 1910.



THE
FIRST DUTCH WAR

PART IX

*TROMP'S HOMEWARD VOYAGE AND THE
BATTLE OF PORTLAND*

INTRODUCTORY

THE last volume of this collection brought the story of the war down to Feb. $\frac{10}{20}$, 165 $\frac{2}{3}$, the point at which the three 'Generals at sea' sailed out of the Thames with 'their gallant fleet' of over fifty sail [*cf.* N.R.S., Vol. XXX., No. 808] to endeavour to intercept Tromp as he returned homeward with his convoy. In order not to break the continuity of the story of that homeward voyage, documents are included in this Part which chronologically belong to the previous section, as they go back to Jan. $\frac{6}{16}$, even before the start of the voyage. They give some idea of the many difficulties by which Tromp was confronted. His provisions were running short (No. 809), so that it was impossible to wait for ships which would not or could not be ready at the appointed time (*cf.* Nos. 809, 811 and 812); the discipline of the Dutch captains was extremely bad (No. 811) and the great size of the convoy greatly increased

the difficulty as well as the importance of protecting it (*cf.* Nos. 813 and 825). The force which Tromp had for this purpose may be fixed on the authority of his own report (No. 811, *cf.* 812) at seventy-five men-of-war, one fire-ship and five fleet auxiliaries, while five men-of-war were left behind to protect such merchantmen as should not be ready to sail with the fleet, which in the end got away from St. Martin's on January 30, o.s. It may be noticed that the majority of the English reports of the battle are tolerably accurate in their estimates of the Dutch strength; one or two are unduly high (*e.g.* No. 846, which puts them at 110), but as a rule (*e.g.* Nos. 865, 907) they give the Dutch as eighty men-of-war, together with some 250 to 300 merchantmen, though Tromp (No. 877) only puts the convoy at about 150 sail (*cf.* p. 177 note, and No. 809).

It is a little more difficult to ascertain the strength of the English fleet. In No. 815 (*cf.* No. 824) it is put at 'fifty and odd,' with more expected from Chatham and the West (*cf.* No. 820). Particulars of the departure of belated ships from Chatham are given in several documents (*e.g.* Nos. 821, 831, 832), arrangements having been made by the Generals to provide for their finding the fleet (No. 836). Similarly Captain Willoughby's letter of Feb. 17 (No. 839) describes vessels from Portsmouth and Plymouth as joining the fleet off the Isle of Wight, while Sparrow's letter of the same date (No. 840) speaks of ships which 'have come dropping in since.' In No. 854 the Diamond is mentioned as having joined the fleet on the night of the 18th, together with two merchantmen from the Downs and the Sapphire, and it is added that nineteen more are coming from the Downs. These may include some of those mentioned in Nos. 821 and 831, but the westerly wind may have prevented them from joining. In No. 817 one has a list of Penn's squadron and in No. 865 one of Blake's, but the latter is not a document of particularly good authority, and it includes in Blake's squadron Penn's own flagship, those of the Vice-Admiral and Rear-Admiral of the Blue, and some four vessels which No. 817, a much better authority, attributes to Penn's command, while another ship, the James, was certainly not fit for sea at the time (*cf.* Nos. 843 and 855). In all this list gives twenty-seven vessels (excluding the James), Penn's adds some

twenty-five more, and one meets elsewhere among these papers the names of another score of vessels which were apparently present at the battle. Further there were several vessels, such as the *Laurel*, the flagship of Howett, Rear-Admiral of the Red, which are known to have been in the battle though not mentioned in these documents, so that altogether one has a list of some eighty-five ships [*cf.* pp. 20-22]. However, most of the accounts do not put the English fleet at so high a figure. No. 865 says 'we were not above sixty sail.' Tromp gives the force of his enemy as 'sixty-nine or seventy Parliament ships and frigates, the majority of them large vessels' (No. 877), de Ruijter (No. 918) agrees with these figures, Evertsen (No. 917) also says seventy, the *Monnikendam's Journal* (No. 916) goes as low as sixty, which is the number given in 'A Relation of the Late Engagement' (No. 854). Probably for one reason or another some of the eighty-five were not actually with the fleet on Feb. 18; at any rate, one is fairly safe in saying that the two fleets were approximately equal in numbers, certainly that there was no decided numerical superiority on either side. However, the Dutch vessels were on the average smaller and more lightly armed and, having been several months absent from their ports, they were much in need of repairs, especially as they had experienced some rough weather both on the outward and homeward voyages. The English, on the other hand, were fresh from port and in good repair, and, if one may judge by Tromp's question to his prisoners [*cf.* No. 877], 'I asked them where and how they were able to procure so many sea-faring men, to provide such strong crews for their ships,' they carried larger crews in proportion than the Dutch, who were somewhat short-handed. Moreover, there were in the English fleet more large and heavy ships than was the case with the Dutch. Had the tables been turned on Feb. 18, and had it been Blake who had the chance of throwing his whole force on some twenty or thirty of the enemy, it is doubtful whether the lighter scantlings of the Dutch could have resisted a superior force for as long a time as Blake's squadron contrived to do. That so many Dutch ships are admitted to have been sunk in the battles of this war may be largely attributed to the comparative weakness

of their hulls and consequent inability to stand severe punishment.

With regard to the question of the provision of crews the answer of the prisoners to Tromp (No. 877) is worth noticing, though the explanation there given is hardly borne out by the evidence of other documents in this Part (*e.g.* No. 867); possibly the patriotic pride of the captives was stronger than their veracity. It is certainly clear that the fleet was only manned by a vigorous use of compulsion. The letters of Poortmans (Nos. 821, 831 and 856), Nehemiah Bourne (Nos. 832 and 835) and Rous (No. 906) give a good idea of the energy and resource displayed by these officials, who ransacked Gravesend and other coast-towns for seamen, 'gleaning up' a large number of men, while at the same time they had merchant-ships stopped in order to take men from them (No. 831). However, it is evident from No. 867 that the local authorities did not always display all that zeal in seconding the efforts of the naval officials that the latter might have hoped for, and Robert Coytmore's complaint of the way in which ships had been allowed to go from the western ports to the Newfoundland fisheries, 'by which means you will lose above 2,000 men' (No. 894), may be remembered in this connection. Local authorities in seaports were occasionally less alive to the needs of the State than to their own private interests as merchants who disliked seeing their ships stripped of men. Moreover, Blake's bitter complaints of the way in which the private men-of-war competed with the State's ships for seamen [*cf.* Introduction to Part VII. and No. 627 in Vol. III.] are re-echoed in several places. Hopkins, one of the Navy Commissioners, speaks of the men as 'so refractory and so resolved to go all in frigates (*i.e.* in the private men-of-war) that they hide themselves after they are pressed, in expectation till a frigate be ready' (No. 819). While the letter from Rous (No. 906) shows that there were not wanting men who volunteered for the State's service, there were many more so 'debauched for want of good discipline' that they would not be weaned away from the more lucrative prospects and laxer standards of the private men-of-war (*cf.* No. 842). It may further be noticed that even if these documents already cited were not conclusive against

the theory, which some have held, that impressment was not the application of compulsion, there is an entry in No. 828 which admits of no doubt in the matter, while one may refer to a corresponding passage in No. 888 as affording examples of the circumstances under which exemption was granted.

For the proceedings of the English fleet in the days preceding the battle the long letter addressed by the Generals to Parliament (No. 907) is of course the main authority, but it can be supplemented somewhat from other documents. Having after 'some difficulty' gained Dover Roads on February 12, the Generals had made their way as far down Channel as Beachy Head by the 14th, beating to windward against a westerly breeze. Here the wind shifted somewhat more to the northward, and the fleet stood across to the French shore 'between Seine Head and Beachy' on the 15th, working back on the 17th towards the Isle of Wight, then back again towards the Cotentin and the Channel Islands. The object of these zigzagging movements was to cover as much space as possible, lest, if the fleet kept a straight course, the Dutch might slip past it unobserved. Dr. Gardiner, in his account of these movements in his *Commonwealth and Protectorate* (Vol. III. p. 214), has blamed Blake very severely for the inadequacy of the measures taken to find the enemy, urging that he should have sent forward some swift-sailing vessels to act as scouts. There are two passages in No. 841—('some of our scouts' and 'a squadron commanded forth to discover the Dutch')—which suggest that perhaps these strictures on Blake are not altogether warranted; while the 'Letter from aboard the Waterhound' (No. 858) expresses complete satisfaction with the methods adopted, declaring that 'as we ordered the matter we could hardly have missed them.' There is also a phrase in the Generals' dispatch of which the precise meaning is a little obscure: that 'we endeavoured that night to lay ourselves between Portland and the Caskets, it being not above fifteen leagues from shore to shore.' This might of course be taken to imply that the fleet had spread itself out, if not in a line at any rate in squadrons; but if that was the case it was a risky move, for it exposed the windwardmost of the squadrons—Blake's own—to be caught at a dis-

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advantage by an enemy who had the weather-gage. Of course a convoy of the size of Tromp's would have been very lucky had it made its way up Channel undetected, but, as the Generals admit (No. 907), on the morning of the 18th, Tromp was in a very good position, for, having the wind, he might 'have gone away with his whole fleet and we had not been able to have reached him with our main body, only with a few frigates, our best sailers.' But realising probably that he could not count on the wind holding to carry him all the way up Channel, and that, to prevent the enemy profiting by a shift of wind which might give them the advantage, the best method was to fall on Blake and crush him when there was so good a chance of catching his squadron isolated, Tromp hastened to the attack. Blake made no attempt to draw Tromp on by giving way, but he hauled to the wind and awaited the enemy's onset.

The accounts of the actual fighting given in this Part should be supplemented by a reference to that written by Richard Gibson, purser of the *Assurance*, already published in the first volume of this collection. (*Cf.* N.R.S. XIII. p. 15.) Of those published here, that of the Generals (No. 907) is about the fullest and most authoritative; but the five Dutch accounts—Tromp's own (No. 877), the Journals of de Ruijter, Evertsen, and the Monnikendam, Pieter Florissen's flagship, and the unsigned account which I have called 'A Dutch Account' (No. 845)—afford a good deal of additional evidence. Letters like those of Nehemiah Bourne (Nos. 873 and 890) and Francis Willoughby (Nos. 848, 855) may be taken as fairly trustworthy evidence, coming from men in responsible positions; but the statements contained in less authoritative documents such as 'A Relation of the Late Engagement' (No. 854), the 'News from the Fleet' (Nos. 862, 873), and the letters from ships (*e.g.* those from the *Waterhound* (No. 858), the *Triumph* (No. 861), and the *Eagle* (No. 865)) will naturally be treated with more caution.

The main features of the battle are clear enough: Blake had only a few ships around him¹ so that he

¹ The Generals' account says twenty, but mentions by name the flagships of Penn and Lawson, who were certainly some distance away, and could not have lent him any assistance for some little time.

was exposed to the attack of Tromp's greatly superior force, just as on the opening day of the great Four Days' Battle in 1666 the younger Tromp was to be attacked by Monck, now lying so far to leeward and astern as to be out of supporting distance. The bulk of the English fleet had great difficulty in working up from to leeward to join in the fight, and thus Blake was for some time very hard pressed; the *Triumph* in particular being very hotly beset, as her casualties, some 80 or 100 out of a crew of 350, testify (*cf.* No. 854). The Dutch, however, seem to have fired rather high, for the *Triumph* was 'much shattered in her sails, but so tight in her hull that she never so much as pumped for it.' One may contrast with this the statement in the unsigned Dutch account (No. 845) that the English 'aimed always at our round timbers (*i.e.* the hull) and never shot in a hurry,' which perhaps helps to account for the number of Dutch ships alleged to have been sunk. But Blake and the ships supporting him were sorely pressed; the *Prosperous* was actually for a time in Dutch hands (*cf.* No. 855), the *Advice* was boarded and nearly taken (No. 854), and several other ships were in a similar plight (*cf.* No. 907). It would seem to have been about 8 or 9 A.M. that the fight began (*cf.* No. 917), and according to 'A Relation of the Late Engagement' (No. 854) it 'was 10 o'clock before any more of our fleet engaged, and even then not above half our number,'¹ Monck being still too far off to help. This does not quite tally with a phrase in the Generals' dispatch that 'the leewardmost part of our ships continued fighting . . . being engaged within two hours as soon as we.' Some assistance certainly reached Blake within two hours, but the bulk of the fleet was much later in getting up (*cf.* No. 872); indeed, most of the accounts, including the Generals' own, represent Monck's squadron as only just coming into action about 4 P.M. when Tromp decided to disengage. The Generals' account describes the withdrawal of the Dutch as taking place when Tromp saw that 'a considerable number of our ships had got so far ahead that by tacking they could weather the greatest part

¹ This would be about thirty ships, 'the whole being about sixty' (No. 854), which coincides with Evertsen's estimate, thirty or thirty-two (*cf.* No. 917).

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of the Dutch fleet,' which Tromp's own version (No. 877) practically corroborates, though it is on the danger to the merchantmen that he lays most stress. But clearly Monck himself was sharply engaged before the end of the day, for his flagship, the Vanguard, lost her captain, Mildmay, and had some thirty casualties (No. 854), though all the other vessels that are reported to have been much damaged belonged either to Penn's squadron, the Blue, or to Blake's, the Red.

The part played by Penn in this action was of considerable importance. It is narrated by Granville Penn in his *Memorials of Sir William Penn* (I. 478): he quotes the story told by Saunders of the Assurance, one of the ships of Penn's squadron. This account is all but identical with that given by Richard Gibson, purser of the Assurance, which is printed in the first volume of this collection (N.R.S. Vol. XIII. p. 15), and is also given in Granville Penn (Vol. II. p. 615). There is, however, a verbal difference between the two versions of Gibson's narrative. In Vol. I. of this collection Gibson, after describing Penn's position as 'a little way ahead of the Generals,' goes on to say that Lawson, who was Vice-Admiral of the Red, was 'about a mile in the Generals' starboard quarter': in Granville Penn's version the phrase used of Lawson is 'about a mile on the starboard quarter and as much astern of the General.' Saunders uses the same words as Granville Penn does, except that he substitutes 'Generals' for 'General,' thus agreeing on this point more with the first version of Gibson. Sir J. Knox Laughton has pointed out (*cf. English Historical Review*, XIII. 169) that if 'General' is correct Gibson may be speaking of Penn, in which case Lawson would have been ahead of Blake and Deane,¹ and would have followed, as Saunders says he did, the action of Penn in tacking and standing through the Dutch fleet 'with the wind on his larboard side.' This

¹ By the next Dutch War it seems to have become the general rule for the Vice-Admiral's division of each squadron to lead that squadron, but one cannot assume that this was already the established practice (*cf. however*, No. 945, Instruction 2, N.R.S. XXIX., p. 126), so that one can hardly base arguments on what Lawson's position should have been, and in any case the fleet seems to have been in some disorder.

would have been impossible had Lawson been astern of the Generals, *i.e.* Blake and Deane, for he could not have stood through the Dutch with the wind on his larboard side (*i.e.* steering N.E.) had he already been N.E. of Blake, unless one is to assume that the Dutch were coming down on so wide a front as to completely overlap Lawson, an assumption the evidence does not warrant. Dr. Gardiner (*Commonwealth and Protectorate*, II. 216) first proposed to read 'Penn' for 'Lawson' in Saunders' account, which would merely produce another confusion, as Penn was not Vice-Admiral of the Red ; subsequently he suggested (N.R.S. XIII. p. 16) that one should read 'starboard' for 'larboard,' in which case Lawson would merely have had to sail on through the Dutch fleet 'the other way,' as Gibson says he did (*cf.* N.R.S. XIII. p. 15). The unsigned Dutch account (No. 845) relates the attack of the Blue Vice-Admiral from the windward, but states that this was supported by a Vice-Admiral of the White, which would have been Peacock in the Diamond, of whose part in the fight no other mention is made. Further, Penn, though Vice-Admiral of the fleet, was Admiral of the Blue, the Vice-Admiral of the Blue being Lionel Lane in the Victory, so that it does not follow that the Dutchman is referring to Penn. But the net result is much the same : Blake managed to keep his enemies off till succoured by Penn and Lawson, and then an even struggle continued for some hours till, shortly before nightfall, on the White squadron coming into action, Tromp 'tacked and left us' (No. 907).

Heavy as the odds had been against those actually engaged, the English had only lost one ship, the Samson, and that had been sunk by her own commander, Captain Button, as too much injured for further service, her crew being taken out of her. The Prosperous had been recovered by the Martin (No. 854), the Advice, Oak, Assistance (John Bourne's flagship), and Providence had all escaped from the enemy's clutches, but were so severely injured as to have to make the best of their way to Portsmouth (*cf.* Nos. 847, 848, 854, and 855). Several leading officers had fallen, including Ball of the Triumph (*cf.* No. 854), and Mildmay ; Sparrow, the Generals' secretary, and Broadridge, the Master of the Triumph. Blake him-

self was badly wounded, though he continued on duty, and Deane narrowly escaped being injured by the same shot; John Bourne was also severely wounded, and several other captains are mentioned as in like plight. On the other hand, the Dutch loss must have been heavier. As to the capture of the Vogelstruis or Struisvogel (*i.e.* Ostrich), an East Indiaman of forty-four guns and 1,200 tons, acting as a Vice-Admiral (No. 858), there can be no question (*cf.* Nos. 858 and 877). Evertsen's Journal (No. 917) admits a total Dutch loss of eight vessels, including four sunk, two taken—Cornelis Loneque's ship, apparently to be identified with the 'Lonk flute' of Ruijter's Journal (No. 918), and the Struisvogel—one, Hendrick de Munnick's, taken and fired by her captors, and one, that of Captain Wichelma, 'blown up by her own powder.' The Monnikendam (No. 916) confirms some of this information, giving several of the same names in its list of captains killed, as well as mentioning Cornelis Jansen Poort as having had his ship sunk. Tromp himself (No. 877) confirms the statements of Evertsen as regards seven of the eight ships mentioned, but omits the name of Abraham van Campen. As the Dutch admit of as many as four of their vessels having been sunk, it is possible that the claim of the Advice to have sunk two Dutchmen, a 38 and a 36 (*cf.* Nos. 848 and 854), may have been well founded, and that the estimates of the Dutch losses in Nos. 854, 861, and 862 are not as exaggerated as might be imagined. At any rate, Blake had the satisfaction of having not only repulsed a superior force but inflicted on it heavier losses than he himself had suffered.

Meanwhile the Dutch convoy had been able to make good progress on its way up Channel, having kept well to windward, and the Dutch, by carrying a good sail during the night of the $\frac{18^{\text{th}}}{19^{\text{th}}}$, managed to rejoin it before dawn. Tromp's dispatch (No. 877) gives an interesting account of his consultation with his trusted lieutenants, Evertsen and de Ruijter: how he did not like to let the merchant-ships go on ahead unprotected, for fear that the English might have a reserve lying ready in the Straits of Dover, and yet he could not detach an escort without making his force too weak for renewing the action. It reads as if Tromp would have dearly liked to try another action,

but, with powder already running low, he had to abandon the idea and follow close in the wake of the merchant-ships, disposing his men-of-war so as to interpose between the convoy and the English. These, having spent a good part of the night in repairing damages, were some little way astern of the Dutch at daybreak, and, though they were now to windward of Tromp, it was so calm that even the faster vessels 'could not get up until noon' (*cf.* No. 859), the 'main body not until two of the clock, by which time we drew very near each other and had warm work while (*i.e.* till) night parted us.' When the battle was resumed the fleets were some few miles to the southward of the Isle of Wight, the convoy being then 'Eastward of Dunnose, six leagues along the Channel' (No. 854). Begun somewhat late in the day, the action, though very sharp (*cf.* Nos. 916, 917), could hardly be decisive. The Generals claim to have taken and destroyed five Dutch men-of-war. Tromp admits to have lost two and 'a few small merchantmen'; the Monnikendam gives the same two names that Tromp gives, while Evertsen agrees that two were lost, but differs as to one name. Unofficial English estimates (*e.g.* No. 861), possibly somewhat exaggerated, put the Dutch loss higher still, but, whatever his losses, Tromp managed to carry out his object and maintained his convoy practically intact. Yet matters were certainly serious. Tromp had good reasons for dissatisfaction with several of his captains, a number of whom 'behaved very badly' (*cf.* No. 918), while ammunition was beginning to run very short, several ships having almost exhausted their supplies.

Thus when battle was again renewed on the morning of Sunday, February 20, it was not long before it went strongly in favour of the English. When it began, about nine A.M., the fleets were off Beachy Head, steering about N.E. with a westerly wind, Tromp having disposed his men-of-war in rear of the convoy, 'en demi lune,' in the words of Paul Hoste (*Evolutions Navales*, p. 90), apparently in something like rough bow-and-quarter lines, with his own ship as the rearmost vessel forming the apex.¹

From the unsigned Dutch account (No. 845) it is evident that a good deal of difficulty was experienced in controlling the convoy, and, with the English soon

¹ *Cf.* Mr. Corbett's note in *N.R.S.* XXIX. p. 94.

pressing hard upon the Dutch—‘the hottest fight of all,’ Captain Graves calls it (No. 874, *cf.* No. 859)—disorder seems to have spread to the men-of-war. ‘News of the Fleet’ (No. 872) relates how ‘divers of their ships, both men-of-war and merchantmen, began to fly from their body towards the coast of France’; Tromp says ‘several made all sail, and took to flight,’ their ammunition having been exhausted; Ruijter, that ‘some did their best to run.’ The Commissioners of Prize Goods (No. 859) say that the Dutch, ‘making great sail, left their merchantmen astern of them,’ which statement should be taken together with that of the Generals, that ‘towards the evening they turned their merchantmen out of their fleet upon us (as is conceived) for a bait.’ It would seem that while the bigger ships pressed hard on Tromp and the faithful few who kept with him, variously estimated at twenty-five (his own figure), thirty, and thirty-five, the smaller vessels, ‘the nimble frigates’ (No. 872), pushing on ahead (No. 907), managed to get through to the convoy and ‘gleaned up merchant ships above forty’ (No. 861, *cf.* No. 872), while the merchantmen, trying to avoid capture, began to disperse in all directions. The Dutch certainly were in a serious plight, and ‘had it been but two or three hours longer to night’ the pursuers might have ‘made an interposition between home and them . . . and so probably . . . put all their merchant-ships on shore and defeated their men-of-war’ (No. 872, *cf.* No. 907). With the French coast near Cape Gris-Nez under his lee, the wind at N.W., and the enemy to windward, Tromp seemed in a hopeless position, but night proved his salvation. Assured by the pilots that ‘as the tide and wind then was’ it would be impossible for Tromp to get round the headland, and that to avoid being carried to leeward by the ebb tide the English must anchor, Blake decided not to press home the attack, but cast anchor, being then about two to three leagues from Gris-Nez. He had good cause for his decision, ‘it being nigh a lee-shore,’ while ‘most of the great ships had their masts, yards, and sails in such a condition as they were ready to fall down every hour’ (No. 872); but one cannot help feeling that it was an opportunity missed—an opportunity which a Hawke or a Duncan would not have allowed to escape him. One has only to read the passage

in Tromp's letter of $\frac{\text{Feb. 22}}{\text{March 4}}$, beginning 'But to our great good fortune,' to see what an escape it was. It may be noticed that Tromp's account of the English movements does not quite tally with that of the Generals: they say, 'we continued still fighting with them until the dusk of the evening,' whereas Tromp says 'two hours before sunset Blake collected the greater part of his fleet out of range,' and then, after making the signal to attack, 'veered off,' leaving only some twelve or fourteen frigates to continue the engagement.

Tromp's own account of the proceedings during the night of Feb. $\frac{20}{1}$ (March $\frac{2}{8}$) is somewhat bald in its way, as unenlightening as the naïve remark of the Generals that 'the night being dark . . . the Dutch got away from us.' What Tromp actually accomplished was that under cover of the darkness and rising wind, having put out his lights to escape notice (*cf.* No. 927), he managed to achieve the feat the pilots had pronounced impossible (*cf.* No. 872) and carried his fleet and convoy, or rather what was left of them, round Cape Gris-Nez. By 10 next morning he was off Gravelines and in comparative safety (*cf.* Monnikendam's Journal, Feb. 21). Meanwhile the English, robbed of their expected prey by Tromp's skill and daring, had stood over to their own coast, fearing in the disabled condition of so many of their ships (No. 875) to stay any longer in the dangerous neighbourhood of a lee shore (*cf.* No. 907), 'which we have not to friend, as they' (No. 874). By Feb. 23 the bulk of the fleet was back at the Isle of Wight, a few ships having apparently remained out to pick up stragglers, in which they seem to have had fair success (No. 895). Two squadrons were detached from the fleet on its arrival at St. Helen's, one to cruise between Portland and the Start, one between Fairlight and Boulogne (No. 896), and one gathers from Nos. 900 and 908 that they too had fair success, but the greater number of the ships were in no condition for further service, and a good many of the letters, especially those from officials like Nehemiah Bourne and Willoughby (*cf.* Nos. 890, 895, 898), are full of the measures to be taken for the repair of the fleet and also for the care of the numerous wounded.

That the casualties were heavy admits of little doubt, though it is impossible to fix them with any accuracy.

The only attempt at an estimate is in the 'News from Portsmouth,' of Feb. 27 (No. 909), not an authority of very great weight even apart from the very improbable ratio of wounded to killed which it alleges. If 300 men were killed one would expect at the very least double that number of wounded: in the battle off the Gabbard (June 2, 1653) the ratio was 1·9 men wounded per man killed, if one can accept the figures given in Granville Penn (I. 494), which seem a trifle low for so fierce an action; in that of July 31 it was 3·2 wounded to 1 killed (*cf.* Granville Penn, I. 505). In an action in which many ships were boarded and there was much hand-to-hand fighting, the ratio of killed to wounded would of course be higher than in one fought at long range. In any case one has some very definite statements which make a total of 600 casualties most improbable. As has been already mentioned (*cf.* p. 7), on the first day alone the Triumph had nearly 100 casualties, the Advice had seventy to eighty, the Vanguard thirty. Add to these the casualties on board the Fairfax, whose commander, Lawson, was not killed, as was falsely reported (*cf.* No. 859), but 'hath lost and wounded about 100 of his company' (N. Bourne on Feb. 22, *cf.* No. 872), and half the 600 are accounted for by four ships, while one knows of the Assistance, the Oak, the Worcester (*cf.* No. 886), and several other vessels as having been very much damaged, to say nothing of the Prosperous and Samson, or of the Assurance, to which Gibson (N.R.S. XIII. p. 17) ascribes seventeen killed and seventy-two wounded.' Further there are many references to the crowded state of the hospitals at Portsmouth. Thus in No. 897 Poortmans, writing from Portsmouth, speaks of 'the poor wounded souls that lie here . . . in number above 200.' In No. 848 one hears of wounded being sent to other parts, as Gosport and Portsmouth have been filled, while it is evident that wounded were put ashore at other places also. Dover, Deal, and Sandwich are all mentioned (No. 881) in this connection, as well as Weymouth (No. 886), and it is impossible to imagine that so much trouble would have been caused by the reception of 300 wounded only.

However, if one doubles the estimate of 600 casualties it is pretty clear that the Dutch loss must still have been

heavier. Quite apart from the killed and wounded on the ships that got home, there were the crews of those taken ; one finds several references to Dutch prisoners, including a good number of wounded ; Willoughby speaks of ' divers Dutch prisoners ' being brought on shore every day, ' and the whole fleet lying here we must expect more ' (No. 875) ; Poortmans (No. 897) says, ' There are in this town (Portsmouth) abundance of maimed men, both Dutch and English, the town being very full of them and prisoners.' The only estimate of their number is given in No. 909, the authority which gives the English casualties as 600 : in it there are said to be 1,500 prisoners, an estimate which is confirmed in Blackborne's letter to Longland (No. 927) and does not seem at all exaggerated, seeing how many prizes were taken. It is equally difficult to fix the number of these with any accuracy. One has two lists of ' Prizes brought into Dover Pier ' (Nos. 863 and 885). These are circumstantial enough as to the prizes brought into Dover, of which they enumerate thirteen : possibly there may be some exaggeration in the seven men-of-war and twenty-four merchantmen said to be lying at Portsmouth as prizes and in some of the other items, but this list was drawn up on Feb. 23, and in subsequent letters (*e.g.* No. 895) one has mention of later captures, so that one may perhaps take the total of fifty-six prizes as fairly correct. Blackborne, writing on March 14 (No. 927), says, ' We have taken at least fifty of their merchantmen,' and he was in a fair position to know the facts. Besides these it must be remembered that six Dutch men-of-war had been sunk or burnt on Feb. 18, quite apart from the fighting of the 19th, on which day the Generals claim to have taken and destroyed five more men-of-war, and of the 20th, on which No. 872 claims that eight were taken. In No. 889 it is stated that Tromp only admits a loss of nine men-of-war, a figure which corresponds with the four sunk and five taken acknowledged in Klopp's biography of de Ruijter (p. 31) and with the appendix to Tromp's letter of Feb. 22 (No. 875), though at the time he wrote it Tromp could not have known the exact facts as to the losses of Feb. 20, his fleet being still dispersed. Seeing how fierce the fighting of the 20th was, it is hardly likely that no men-of-war were lost ; clearly the two prizes brought in to Dover

(*cf.* Nos. 871 and 883) must have been the fruit of that day's fighting ; the earlier prizes would have gone to Portsmouth.¹ Evertsen's Journal admits a loss of eight men-of-war on the 18th and of four more subsequently, so that altogether it would not appear that the claim of the Generals (No. 907) to have taken or destroyed seventeen or eighteen men-of-war can be much exaggerated. Other estimates (*e.g.* Nos. 854 and 901) put the Dutch loss even higher, at twenty or more, nor does it follow that they are wrong. The term 'men-of-war' does not necessarily include all the effective fighting units of Tromp's fleet. Many of the Dutch merchantmen were not much less heavily armed than their men-of-war ; indeed, the distinction between the two classes was even less marked with them than among the English.

After all, the precise figures, whether of ships lost or of casualties among the crews, do not really affect the main result ; Tromp might have got the bulk of his fleet and convoy home, but the Dutch had suffered very heavily and the English had recovered the ascendancy at sea which had been wrested from them off Dungeness in November. But it may be noticed that the casualties on the Dutch ships seem to have been numerous : Tromp admits to thirty killed and fifty-six wounded, the Monnikendam to twelve killed and twenty-one wounded, Ruijter to thirty killed and forty-two wounded. These are authoritative figures, and though one suspects some exaggeration about such statements as those in No. 910, that one Dutch prize had only thirty living out of a crew of 250, in No. 908, where Tromp's Vice-Admiral is alleged to have had but six sound men left, and in No. 854, which asserts that the *Struisvogel* had 100 men slain in her, one may at least treat them as presumptive evidence of severe losses. When ships were sunk their crews are likely to have suffered severely, for example it is said (No. 848) that only seven men were saved out of the companies of the two ships alleged to have been sunk by the *Advice*. If one could trust such statements as these the Dutch losses must easily have reached the 2,000 killed of No. 909, and it must be recollected that Dutch accounts speak of the very heavy fire kept up by the English and of its being aimed mainly at the hulls (No. 845) ; the Dutch fire, directed more at the masts

¹ On February 21 there were some ten to twenty prizes in company, *cf.* p. 168.

and rigging (*cf.* No. 854), was calculated to cripple the ships ; the English to produce casualties among the crews.

Only two more points in connection with the battle need comment. It is evident that the old faults of shirking action and indiscipline, of which complaint had been made on previous occasions (*cf.* Vol. III., Introduction to Part VII.), had not been eradicated. Ruijter is emphatic on this subject. He narrates how on the 19th 'the Admiral hoisted his white flag, as a signal to the captains to bear themselves with honour, but a number of them behaved very badly,' and again, 'some did their best to run' (No. 918). Tromp (No. 877) ascribes the loss of the *Struisvogel* to the drunkenness and disobedience of her crew (*cf.* Monnikendam's Journal, February 19), and describes how, on the morning of the 20th, he had to exhort several of his captains who were making off. Indeed, he admits that 'we have seen in this engagement that divers of our captains are not as staunch as they ought to be ; they did not second myself and their other honest comrades as the English did,' while in No. 845 one has more evidence of the trouble caused by the indiscipline of the merchantmen. The other point is the question of the tactics. On this subject these papers throw but little light : there are hardly any references to formations and positions, and yet the argument from silence can be pressed too far. The English undoubtedly made use of a squadronal organisation, each of the three squadrons, Red, White, and Blue, being subdivided into three groups, and it may be assumed in the light of Tromp's orders of June 1652 (*cf.* N.R.S. XIII. p. 321) that the Dutch had also adopted the system of subdividing their squadrons into groups. It is true that in Tromp's letter one only hears of one Vice-Admiral, Jan Evertsen, and of one Rear-Admiral, Pieter Florissen, but the list given in Vol. III. of this collection (pp. 224-225) shows that each of the four squadrons into which the fleet was organised had a Vice-Admiral and a Rear-Admiral, and the title 'Commodore,' which is applied not only to de Ruijter but to Balck and Cornelis Evertsen, may imply the command of a group. There is also a passage in the Monnikendam's Journal for February 19, 'the commanding officer under whom he was ranged,' which points to a group formation. There

are one or two references to the relative positions adopted : Tromp speaks of Evertsen being 'in the centre' (No. 877), but the whole subject is most obscure. One gets an impression of some attempt on both sides to keep the same kind of order, and if Hoste's narrative of the events of the 20th is true the Dutch contrived to preserve a very difficult formation—at any rate for part of the day. But the most important piece of evidence is that afforded by No. 818, a set of Fighting Instructions issued to Penn on February 10 by Blake, Deane, and Monck, which may be identified with the set printed by Mr. Corbett in N.R.S. XXIX. from a MS. in the Harleian collection (*cf.* N.R.S. XXIX. pp. 88 ff.). The Harleian copy is undated ; that among the Portland papers is given as February 10, 1652 $\frac{2}{3}$, and there are some verbal discrepancies between them ; it is possible that the undated copy may be a rough draft of the final form, but the important point is that these Instructions of February 10 contain no directions for a line ahead, whereas within five weeks after the battle of Portland Instructions were issued with definite directions for such a formation (*cf.* N.R.S. XXIX. pp. 92–98). In clause 2 of the February 10 set one finds directions for the squadrons 'to come up with the Admiral on each wing, giving a competent distance for the Admiral's squadron if there be sea-room.' The passage in clause 1, 'in what posture the fleet is,' is another of these elusive phrases which may mean a good deal. Anyhow it is clear that the experience of the Three Days' Battle had had something to do with the innovation. As Mr. Corbett says (N.R.S. XXIX. p. 85), 'the line ahead formation would never have been adopted as a standing order unless there had been some previous practice in the service to justify it.' Can any one of the squadron or group commanders on February 18, 19, and 20 have made the experiment with success ? One reads of Penn's handling of his command on the 18th as if he had attained to some degree of efficiency in manœuvres, and the adoption of the subdivision into groups points to the realisation of a need for more order and system in fighting, but it must be admitted that from such indefinite and scanty materials no substantial structure can be erected.

Apart from the battle and its consequences there are a

few other points in this Part which merit notice. The 'Petition of Elizabeth Alkin' (No. 869) is the first appearance of that Florence Nightingale of the seventeenth century (*cf. Commonwealth and Protectorate*, III. 57), and is only one of many references to the care of the wounded. In No. 866 one has more particulars as to the scheme for obtaining from Scotland the masts and tar which were no longer to be got from the Baltic in the face of Danish hostility (*cf. Vol. III., No. 731, p. 369*). Bourne's letters (Nos. 882, 890, 892, and 898) contain many items of interest, especially the complaints about the embezzlement of cables, hawsers, and other stores, and about the plundering by prize-crews of goods between decks, a violation of the arrangement by which (*cf. Vol. III., No. 653, p. 276*) permission was given to the captors to have as pillage 'all such goods as are above or upon the gun-deck.' The letters of Poortmans (No. 897), 'I am even now going on board the *Generals*,' and (No. 899), 'I hope you will pardon these rude lines, being out of my element, the ship being at this time under sail and blowing very fresh,' excite one's sympathy for that worthy official, and finally, No. 913 is the first appearance of the legend of Tromp's broom.

The following list gives the names of the vessels mentioned in Nos. 817 and 865, distinguished respectively as 'P' and 'E,' with all others mentioned in the other documents in this part as having been present; references are given to the passages where their names occur. I have also included some ten names of vessels which may perhaps have been present (*e.g.* the *Laurel*). The information as to their size, guns, &c., I have mainly taken from Mr. M. Oppenheim's *Administration of the Royal Navy*, supplemented by references to other authorities, including Granville Penn, to whose list of the fleet engaged on June 2 and 3 one might refer for the names of some more captains, could one prove them to have had the same ships four months earlier. It will also be noticed that the figures in that list do not always correspond to those given here: I have as a rule followed Mr. Oppenheim. In making out this list I have been much helped by the kindness of Sir J. Knox Laughton, who has allowed me to use a list compiled by himself, which I have found of great use.

20 *TROMP'S HOMEWARD VOYAGE*

Name	Tons	Guns	Men	Captain
Fairfax E. ^{1 3}	790 ²	64	300	John Lawson
Speaker P. E. ^{1 4}	930	64	300	William Penn
Lion E. ⁵	720	52	220	? Jno. Lambert ¹⁸
Worcester ^{1 6}	840	48	220	? G. Dakins ⁷
Sussex ¹	—	46	180	Roger Cuttance
Triumph E. ^{1 8}	920	42	350	Andrew Ball (k)
President E. ¹	590	42	180	— Graves
Victory P. ⁹	875	42	300	Lionel Lane
Prosperous ¹⁰	—	44	180	John Barker (k)
Advice P. ⁴	690	40	180	— Day ¹¹
Assistance P. ^{1 12}	690	40	180	John Bourne
Centurion P. ^{1 19}	690	40	200	Walter Wood
Convertine P. E. ¹	660	40	200	? Anthony Joyne ¹⁸
Diamond E. ^{1 13}	740	40	180	Roger Martin
Foresight E. ¹	700	40	180	R. Stayner
Kentish P. ¹	800	40	180	Jas. Reynolds
Rainbow E. ¹⁴	650	40	300	Jas. Peacock
Ruby P. ¹	750	40	180	Anthony Houlding (k)
Vanguard ^{5 15}	750	40	300	John Mildmay (k)
Adventure E. ⁵	380	38	—	? Robert Nickson ¹⁸
Dragon P. ⁵	414	38	160	John Seaman
Laurel ^{1 16}	489	38	200	Sam Howett
Nonsuch E. ⁵	390	38	170	Thomas Penrose
Pelican E. ¹	—	38	180	John Stokes
Sapphire ^{1 17}	590	38	170	William Hill
Tiger E. ⁵	447	38	160	J. Senior

¹ Cf. Oppenheim's *Administration of the Royal Navy*, pp. 330 ff.

² Net tonnage; other entries give gross tonnage.

³ Vice-Admiral of Red.

⁴ Vice-Admiral of Fleet: Admiral of Blue.

⁵ Cf. Oppenheim's *Administration of the Royal Navy*, pp. 254-255.

⁶ No. 886. ⁷ Cf. Cal. S.P. Dom. 1653-1654, pp. 504, 528.

⁸ Flagship of Blake and Deane.

⁹ Vice-Admiral of Blue.

¹⁰ Merchant ship. Cf. No. 854.

¹¹ No. 854.

¹² Rear-Admiral of Blue.

¹³ Rear-Admiral of White. Cf. No. 854.

¹⁴ Vice-Admiral of White.

¹⁵ Flagship of Monck. No. 854.

¹⁶ Rear-Admiral of Red.

¹⁷ No. 836.

¹⁸ Cf. No. 950.

¹⁹ Doubtful if engaged. Cf. No. 836.

E. = given in the Letter from the Eagle (No. 865).

P. = given in the list of Penn's squadron (No. 817).

k = killed in the action.

AND THE BATTLE OF PORTLAND 21

Name	Tons	Guns	Men	Captain
Katherine ^{1 2} . . .	—	36	—	Wm. Redjack
Raven ^{1 3} . . .	—	36	140	Robt. Taylor
Princess Maria ¹ . . .	—	36	150	? — Harditch ⁴
Welcome ^{1 2} . . .	530	36	180	John Harman
Success P. E. ¹ . . .	500	34	150	Wm. Kendall
Arms of Holland ¹ . . .	—	32	120	? — Holley ⁴
Assurance P. E. ⁵ . . .	340	32	160	R. Saunders
Happy Entrance E. . .	580	32	200	Wm. Goodson
Gilliflower ¹ . . .	530	32	120	Jo. Hayward
Tulip ¹ . . .	—	32	120	Jos. Cubitt
Waterbound P. ¹ . . .	—	32	120	? Giles Shelley ⁴
Amity E. ¹ . . .	470	30	150	? Francis Peck ⁴
Dolphin ^{1 6} . . .	—	30	180	—
Guinea ¹ . . .	500	30	150	Edmond Courteis
Advantage ⁷ . . .	—	26	100	— Mill
Convert P. ¹ . . .	—	26	120	? Richard Gethinge ⁴
Gift P. ¹ . . .	650	26	130	? Thos. Salmon ⁴
Plover P. ¹ . . .	—	26	—	—
Sampson P. ^{1 8} . . .	—	26	120	Edmond Button (k)
Satisfaction E. ¹ . . .	220	26	—	—
Duchess ^{1 9} . . .	—	24	—	R. Suffill or Suffeild ⁴
Cygnets E. . . .	—	22	80	Ph. Holland
Nightingale P. ¹ . . .	385	22	100	Jo. Humphrey
Pearl ¹ . . .	385	22	90	Jas. Cadman
Old Warwick E. ^{4 5} . . .	—	22	—	? Wm. Godfrey ⁴
Discovery E. ¹ . . .	—	20	—	—
Falmouth ^{1 10} . . .	—	20	120	—
Martin ^{1 2} . . .	120	14	90	John Vesey
Merlin P. ¹ . . .	140	14	90	—
Tenth Whelp P. ^{5 11} . . .	180	14	80	David Dove

¹ Cf. Oppenheim's *Administration of the Royal Navy*, pp. 330 ff.

² No. 821. ³ Nos. 821, 832, 836. ⁴ No. 950.

⁵ Cf. Oppenheim's *Administration of the Royal Navy*, pp. 254-255.

⁶ No. 836. Doubtful if engaged. ⁷ No. 895.

⁸ Sunk on account of injuries. ⁹ No. 820. ¹⁰ No. 839.

¹¹ Cf. Nos. 854 and 895. Apparently not actually engaged.

E. = given in the Letter from the Eagle (No. 865).

P. = given in the list of Penn's squadron (No. 817).

k = killed in the action.

22 *TROMP'S HOMEWARD VOYAGE*

Name	Tons	Guns	Men	Captain
Eagle ¹ .	—	12	—	—
Paradox P. ¹	—	12	—	—
Roebuck E. ²	90	10	—	—
Nicodemus E. ²	105	6	—	Wm. Ledgant
Angel E.	—	—	—	—
Ann and Joyce P. ³	—	34	120	Wm. Pile
Ann Piercy ⁴ .	—	32	120	T. Hare
Brazil frigate ^{5 6}	320	30	120	T. Heath
Charles P. ³	—	16	80	—
Chase P. ³	—	—	—	? B. Gunston ⁷
Cullen ⁶	—	—	130	Thos. Gilbert
Elizabeth and Ann P. ³	—	—	—	R. Langford
Exchange ⁷	—	30	100	H. Tiddiman
Giles P. ³	—	—	—	—
Hannibal ³	—	44	180	? Wm. Haddock ⁷
Lisbon Merchant ⁶	—	38	170	Thos. Bayley
Mary, ketch ⁴	—	—	—	— Corbet
Paul	—	38	120	—
Oak ⁹	—	32	120	J. Edwin
Providence P. E. ^{3 10}	—	—	—	—
Reformation P. ³	—	40	160	? Anthony Barning ⁷
Richard and Martha P. ³	—	46	170	Eustace Smith
Ruth E.	—	—	—	—
Speaker's Prize P.	—	—	—	—
Thomas and Lucy ⁸	—	34	120	Andrew Rand
Thomas and William P. ³	—	36	140	J. Jefferson
William and John	—	36	120	Nath. Jesson

¹ Cf. Oppenheim's *Administration of the Royal Navy*, pp. 330 ff.

² *Ibid.* pp. 254-255.

³ Merchant ships. Most of the vessels not included in Mr. Oppenheim's lists may be assumed to have been merchantmen or private men-of-war. Cf. No. 950.

⁴ No. 885.

⁵ No. 814.

⁶ No. 821. This makes it unlikely that any of these three ships can have been in action on the 18th or even later. Cf. however, No. 836.

⁷ Cf. No. 950.

⁸ Nos. 831, 836.

⁹ No. 847.

¹⁰ Cf. No. 855.

E. = given in the Letter from the Eagle (No. 865).¹

P. = given in the list of Penn's squadron (No. 817).

809. Jan. $\frac{6}{16}$, 165 $\frac{2}{3}$.—LIEUTENANT-ADMIRAL TROMP
TO THE STATES-GENERAL

[Archives of the Hague. Translated.]

High and Mighty Lords,—Late yesterday evening we arrived here with the fleet of fifty men-of-war. I hope we shall soon be joined by the ships that parted from us in the storm, and also by Commodore Balck, whom we left at the mouth of the Channel with twelve ships to annoy the enemy, and inform the homeward-bound ships of our own country that they are to join the general convoy here, that they may be brought in safely. At this place we found Rear-Admiral Pieter Florisz. with the first convoy, who arrived here three weeks ago; several Carribee traders and one Guinea ship were lying with them, but not a single trader with a cargo from a French port. They are all lying at their lading-places, and will need some time to make ready. I hear also that there are about 125 or 130 merchant ships in the Loire and the Bay and thereabouts, lading with salt and wine. The merchants have sent to ask me to put off our departure till the middle of February, but I have replied that the ships that want to sail with the general convoy must be here by the end of January. We really cannot wait any longer (especially as victuals are getting very scarce in the fleet, and here they are both dear and difficult to obtain), unless your H.M. should be pleased before that time to order otherwise; in which case we should then have to provide ourselves with victuals as best we could. I have not been able to get information as to how matters stand in the Gironde, because the post starts from Rochelle this afternoon; but I cannot omit to send your H.M. the above,

and will advise your H.M. further by the next post.

Herewith, &c. &c.,
M. HARP^{TS}. TROMP.

On board the ship Brederode, lying in the
Kiliots,¹ this $\frac{6}{16}$ th January, 1653.

810. *Jan. $\frac{13}{23}$, 165 $\frac{2}{3}$.—EXTRACTS FROM LETTERS
FROM FRENCH PORTS*

[*Mercurius Politicus*, p. 2198. B.M. Press Mark E, 686, 6.]

From Rochelle, Jan. 23, *stilo novo*.

Tromp came to these roads eight days past, with his fleet of about seventy sail, and is ordered to return for Holland, as his captains report, about the end of this month; and the merchants' ships that are not ready must stay till he come again with thirty more men-of-war, for they are advised the English make much diligence to set out 100 sail; wherefore he would go back before they be ready.

They have set on shore forty-three of the Garland and Bonaventure's men, which are and shall be sent homeward to-morrow by land, with money sufficient for their maintenance by the way, which is gathered of those of our English nation here.

From Bordeaux, January 23, *stilo novo*.

The King's fleet will be suddenly at Blaye, which will make the Flemings and others pay double custom outwards. In short, we shall see (I believe) great alterations; these miserable wars have almost undone this country. I dare not mention any

¹ Apparently the Pertuis Breton; cf. Vol. III. p. 247 and No. 811. In the unpublished part of the *Monnikendam's* Journal Tromp is said to have come into St. Martin's Roads on January $\frac{6}{16}$, the *Monnikendam* being there already.

particulars. The Flemish Admiral Tromp is at Rochelle ; I hope you will order it so that he shall be well received at his return. The Flemings here do believe, and make many believe, that the English dare not any more appear since the last defeat ; which they report was in such sort and dishonour that it is impossible ever to recover it. This they give out.

811. *Jan.* $\frac{14}{24}$, 165 $\frac{2}{3}$.—*LIEUTENANT-ADMIRAL TROMP TO THE STATES OF HOLLAND*

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—My last was dated the $\frac{6}{16}$ th of this month, on our reaching this place, informing your Lordships that some of our ships of war were still missing, because by stress of weather the greater number of the ships had been separated from one another ; these ships, some of them having suffered damage, have all come in, one by one, excepting a ship of the Admiralty of Amsterdam, Captain Hendrick Croeg, a Directors' ship, Captain Peter Ariensz. van Blocker, of Hoorn, and the Directors' ship, [commanded by] Andries Doumes of Harlingen, of which we can learn no tidings as to where they have been driven ; and also the Directors' ship, [commanded by] Cornelius Nauoogh of Amsterdam, on board of which Captain Isaac Sweers went on the $\frac{4}{14}$ th of this month, Ushant then being S.S.W. seven or eight miles, to ask how she had fared. He said the ship leaked freely, and both her masts had been injured, the topmasts and topsails being carried away and a mizen sail and jib hoisted instead. He also said that he and all the crew had resolved to make for home, and on the $\frac{3rd}{13th}$ would have steered that course, but a

contrary wind springing up had prevented it. He therefore begged Captain Sweers to stay by them, which he readily consented to do, if he was prepared to make for the rendezvous at St. Martin's, for it was a fortunate thing that he had come there, and refused to alter his course towards the Point¹; he answered him he should regulate his course according as the wind might serve, and so they parted company, and Sweers lost sight of Nauoogh in the dark, and came in to us here on the $\frac{8}{18}$ th, bringing this report. As we have heard nothing of Nauoogh, it is to be feared that he has run up the Channel, and is very likely to fall into the hands of the enemy (which God forbid), for she is one of the stoutest ships in our fleet, on which the enemy could easily mount 60 guns. If she be fortunate enough to escape and reach home, I humbly beg that he and such others as may have returned home, except under the most pressing necessity, may be brought to examination, and that he may be punished according to his deserts, as an example to others, for if he would only have come here, we have masts and all kinds of stores in readiness to repair his ship, as well as my own and others, to enable them to complete the voyage.

The $\frac{6}{16}$ th instant, on arriving here, I wrote also to our merchants residing in Rochelle, Bordeaux, and Nantes, and likewise to the commanders of our ships of war lying in the rivers, charging them on receipt of my letter to send hither two men-of-war from each river with all the merchantmen that are ready, and to come themselves within seven or eight days thereafter with the remaining merchantmen, leaving one man-of-war in each river to protect the merchantmen which will have to sail afterwards. In the same manner we

¹ Houk.

shall leave three here on our departure, to await further orders from your Lordships, or the arrival of sufficient convoy to fetch the merchant-ships that are to sail afterwards as aforesaid, and might wish to sail with the general convoy. They ought to be here on the $\frac{2}{3}$ ¹st inst., but as yet I have had no news nor any answer to my letter; therefore by this post I shall admonish them once more by letter to come hither with all possible speed, awaiting only favourable wind and weather. We are employing all the time here in cleaning our ships and repairing them as much as possible, so that when the spring-tide (which is now due, on which many other ships ought to come in from their lading-stations) is past, we shall be ready to sail and to take the first favourable wind and weather for home. But should we get tidings that the enemy with his main fleet is anywhere where we could attack them, in that case we should take the course laid down in my instructions. Our strength is altogether eighty ships of war, great and small, with one fire-ship, four small provision-vessels, and one store-ship, five of which ships of war are to remain behind as aforesaid, and we shall depart hence with the remaining seventy-five. God grant we may be able to keep together and meet the enemy, so that we may do satisfactory service to your Lordships and our beloved fatherland. I think that but few merchantmen, in comparison with the number that came out from the fatherland, will return with us, for commerce has been much hindered by the troubles between his Majesty, the Princes, and the Count of Le Daugnon, as well as by the imposition of the extraordinary customs.

Herewith, &c. &c.,

Your Lordships' humble servant,

M. HARP^{TS}. TROMP.

After concluding this, we received a letter from the merchant community at Rochelle, begging that a delay of ten or twelve days might be granted them ; those of Nantes have likewise asked for twenty days. I have therefore written them on the matter, and enclose a copy of my letter herewith.¹

On board the ship Brederode, anchored off the
Convent in the Island of St. Martin, January
the $\frac{1}{2}$ ⁴th, 1653.

812. *Jan. $\frac{1}{2}$ ⁵, 1653.*—*LIEUTENANT-ADMIRAL TROMP
TO THE DUTCH MERCHANTS AT ROCHELLE*

[Archives of the Hague. Translated.]

Honourable, Prudent, and very Discreet Gentlemen,—Your favours of the $\frac{13}{23}$ th of this month have duly reached me, informing me that it was announced on December $\frac{1}{2}$ ⁶th, by Rear-Admiral Pieter Florisz. that their H.M. had been pleased to allow of a month's time from his arrival here for the loading of the merchant ships. Also that I, on my arrival here on the $\frac{1}{16}$ th inst., had informed your Honours by letter that the ships which were ready to sail with the general convoy must be at the rendezvous on the $\frac{2}{3}$ ¹st of this month, because I was strictly limited to time, not being able to remain here longer, but obliged to take the first favourable wind ; also that I have read my instructions to the deputies of [our] nation who came to greet me, in which they clearly saw that I am strictly charged to sail, waiting for no one, nor for ships that are not ready. On the other hand your Honours propose and request ten or twelve days' delay, in which time

¹ As the copy here mentioned (No. 812) is dated January 15, it is probable that this postscript was written on the 15th but not dated.

your Honours are confident that all the ships will be able to complete their cargoes, and to be at the rendezvous in order to sail for home under our convoy.

To this we make answer that I see the matter in another light, and am confident that your Honours yourselves—when you reflect on the same and consider the inconveniences that daily arise, besides the risk of bad weather, which at this season of the year is very likely to occur—will recognise with me that it is not possible to make the ships ready within that time,¹ and I am confident that the request was made rather to furnish sufficient excuse to the merchants at home for their goods not coming to hand as they would wish, than from any great hope of obtaining it. If I could do as I liked, I should wish to take your ships, one and all, under our wing for protection, and convoy them in safety ; but with such an important fleet, and with the wind in our favour, it is not advisable to take upon my shoulders the responsibility of remaining here contrary to express orders and instructions, and by your leave I would counsel your Honours to push forward the lading with all speed, so that, if it should not please God to grant us favourable wind and weather for putting to sea within the time you ask, I should then be able to grant your request without risk ; and I have written in this sense likewise to the merchants of Nantes. On our departure I shall also leave three ships of war here, and one in the river at Bordeaux and another at Nantes, to protect the ships that will be sailing afterwards, with instructions to remain with all the merchantmen till they

¹ Something appears to have been omitted here. One would have expected Tromp to say ‘and if it is not possible to make the ships ready within that time it will be necessary to leave them behind.’

receive further order from their H.M. the States-General, or until the arrival of sufficient convoy to fetch the fleet. Nor is anyone permitted to sail, because before our departure their said H.M. issued an order through the respective Boards of Admiralty, forbidding anyone to sail to or from the westward, except under the general convoy, under heavy penalties, as set forth in the proclamation.

Herewith, &c. &c.,

M. HARPERTSZ. TROMP.

To the Honourable, Prudent, and very Discreet
Gentlemen, the Dutch merchants residing at
Rochelle.

On board the ship Brederode, lying off the
Convent in the Island of St. Martin, this
 $\frac{1}{2}$ ⁵th Jan. 1653.¹

813. *Jan. $\frac{1}{2}$ ⁸, 1653.*—*EXTRACT FROM A LETTER
FROM NANTES*

[*Mercurius Politicus*, p. 2199. B.M. Press Mark E, 686, 6.]

From Nantes, Jan. 28.

Tromp is at the Isle de Rhé with near seventy fighting ships and some 300 merchant ships. In this river is 200 sail of merchants' ships and twenty warlike ships, all bound for St. Martin's to join with Tromp, and so they may depart ten days hence. God Almighty direct our nation, and give us victory over that proud people. Here hath past from this place above 500 seamen, which have been put on shore by the Flemings and those ships brought in here. The charity of the French is cold to them, and here are but few English.

¹ This seems to be the copy of the letter mentioned in the despatch of January $\frac{1}{2}$ ⁴, to the States-General (No. 811).

814. *Feb.* $\frac{8}{18}$, 165 $\frac{2}{3}$.—*NEWS FROM QUEENBOROUGH*

[A Perfect Account, p. 872. B.M. Press Mark E, 686, 10.]

From Queenborough, in Kent, they write that the Fairfax, the Centurion, the Amity, Success, the Brazil frigate, and many other gallant ships well manned and victualled, are gone forth into the Downs, and all the rest of the fleet are following after to join with those that are coming from Portsmouth and other parts in the west. The late winds hath been a little hindrance to our nation, but now it is calm again we shall make use, I hope, of every season that may be for our advantage, and in due time find out Tromp, which is the unanimous desire and resolution of the officers, soldiers, and mariners. We hear that Tromp is still upon the coast of France, and we hope to be soon enough to fight him and the merchants with him.

815. *Feb.* $\frac{8}{18}$, 165 $\frac{2}{3}$.—*NEWS RECEIVED AT WESTMINSTER*

[The Weekly Intelligencer, p. 735. B.M. Press Mark E, 687, 4.]

Tuesday, February 8.

It was this day advertised that fifty and odd ships, set forth in all the equipage of war, were launched forth from Queenborough, and stiffly tugged with the eastern winds to get into the Downs, where they will make no long stay, but seek out their enemies wheresoever they can find them. There are more following them from Chatham, and a considerable number of gallant ships from the west are under sail to assist them.

In the mean time it is advertised that Tromp, having not above six and forty men-of-war, is about

the Isle of Saint Martin staying for the merchants that are expected from Bayonne, Bordeaux, Nantes, Rochelle, Rouen, and other places in the west of France. These he hath an intent (according to his orders from the States-General) to conduct into Holland. They are said to be numerous, which gives a good encouragement to those who would be whole sharers in their lading. It is likely that shortly you will hear of some action.

There are great preparations in Holland for the putting forth of a new fleet to sea, under the command of Admiral de With, but, before they can get forth to sea, it is believed that the market will be over.

816. *Feb. $\frac{10}{20}$, 166 $\frac{2}{3}$.—NEWS FROM SOUTHAMPTON*

[*Mercurius Politicus*, p. 2227. B.M. Press Mark E, 687, 7.]

From Southampton, February 10.

Advice is come from Portsmouth that three of our frigates, who set out thence to the westward, met five great ships on this side of Portland, which being supposed Dutch they made sail up to them with what speed they could; but they put out Hamburg colours, struck sail, and made no opposition. Their lading is of pitch, tar, and other Eastland commodities for the most part. They are brought all into Portsmouth till it be tried whom they belong to.

Letters from Deal say that last week there passed by on the back of the Goodwin about 100 sail to the westward, supposed to be Dutch, and most of them bound for Biscay, Portugal, and Spain.

817. Feb. $\frac{10}{20}$, 165 $\frac{2}{3}$.—*THE SQUADRON OF SHIPS TO ATTEND VICE-ADMIRAL PENN*

[Duke of Portland's MSS. Navy Papers, 1640–1696, folio 171.]

By the appointment of Robert Blake, Richard Deane, and George Monck, Esq., Admiral and General of the Fleet.

State's ships . . .	{	Speaker
		Victory
		Convertine
		Kentish
		Advice
		Assistance
		Dragon
		Assurance
		Ruby
		Success ¹
		Expedition ²
		Gift ³
		Tenth Whelp ⁴
		Centurion
		Convert
		Waterhound
		Nightingale
		Sampson
		Plover
		Paradox
		Speaker's Prize
		Merlin

¹ According to No. 814 this vessel was one of those from Chatham, but Nos. 820 and 839 would lead one to believe this incorrect; she apparently was from Plymouth.

² Willoughby's letter of Feb. 17 (No. 839) says this ship would not be fit for sea till the 19th: *cf.* also No. 855.

³ Joined from Plymouth Feb. 17 (*cf.* No. 839).

⁴ *Cf.* Nos. 839, 855, and 895: apparently was not engaged.

Merchant-ships . . .	{	Richard and Martha
		Reformation
		Ann and Joyce
		Charles
		Giles
		Providence
		Chase
		Thomas and William
		Elizabeth and Ann

To Captain Wm. Penn, Vice-Admiral of the fleet.

You are hereby authorised and desired to command the squadron of ships above named, and to order and manage them for the best of the service according to such instructions as you have or shall receive from us. The respective commanders being hereby required to obey your orders accordingly; given under our hands and seal of the Anchor this tenth of February, 1652.

ROB. BLAKE. RI. DEANE. GEORGE MONCK.

18. *Feb. 10, 1652.*—*INSTRUCTIONS OF GENERALS
AT SEA TO PENN.*

[Duke of Portland's MSS. Navy Papers, 1640-1696, fol. 171.¹]

1. Upon discovery of a fleet, receiving a sign from the General,² which is to be striking the General's ensign, and making a weft, two frigates

¹ These instructions should be compared with those printed in Vol. XXIX. of the Society's publications, pp. 88-90, from an undated MS. among the Harleian MSS. It will be noticed that the two sets are practically identical. They should also be compared with the Instructions issued on ^{March 29}April 8. (*Cf.* pp. 262-266.)

² 'General's ship.'—Harleian MS.

appointed out of each squadron are¹ to make sail and stand with them, so nigh as they may gain a knowledge what they are and of what quality, and how many fire-ships and others, and in what posture the fleet is; which being done, the frigates² are to speak together and to conclude on the report they are to give, and accordingly repair to their respective squadrons and Commanders-in-Chief,³ and not to engage if the enemies' ships exceed them in number except it shall appear to them on the place that they have an advantage.

2. At sight of the said fleet the Vice-Admiral, or he that commands in the second place, and his squadron,⁴ as also the Rear-Admiral, or he that commands in the third place, and his squadron,⁴ are to make what sail they can to come up with the Admiral on each wing,⁵ giving a competent distance for the Admiral's squadrons,⁶ if there be sea room.⁷

3.⁸ And as soon as they shall see the General engage and [he] shall make a signal by shooting of two guns and putting out [a red flag⁹] on the fore-topmast-head that then each squadron¹⁰ shall take the best advantage they can to engage with the enemy next unto them.¹¹

¹ 'which is putting abroad the sign made for each ship and frigate, they are.'—Harleian MS.

² 'frigates or vessels.'—Harleian MS.

³ 'report to the General or Commander-in-Chief of the squadron.'—Harleian MS.

⁴ 'and his squadron' omitted by Harleian MS.

⁵ 'as also each ship according to her quality.'—Harleian MS.

⁶ 'distance from each other.'—Harleian MS.

⁷ Harleian MS. adds 'enough.'

⁸ This should be compared with the corresponding clause in the Instructions of March 29.

⁹ Blank in MS. Words supplied from the Instructions of March 29, as also Harleian MS.

¹⁰ 'that each ship.'—Harleian MS.

¹¹ 'him.'—Harleian MS.

4. If any squadron¹ shall happen to be overcharged and distressed, the next squadron¹ or ships are immediately to make towards their relief and assistance, upon signal given; which signal shall be in the Admiral's squadron² a pennant on the fore-topmast-head; the Vice-Admiral or he that commands in the second place,³ a pennant on the main-topmast-head; and the Rear-Admiral's squadron⁴ the like.

5. In case any ship shall be distressed and disabled by loss of masts, shot under water or otherwise, so as she is in danger of sinking or taking, he or they are to give a signal thereof, so as, the fleet having knowledge, they may be relieved. Therefore the flagships are to have special care to them that such provision may be made as they may not be left in distress to the mercy of the enemy, and the sign to be a weft with the ensign and jack of the ship so distressed.⁵

6.⁶ If in time of fight God shall deliver any of the enemy's ships into our hands, special care is to be taken to save their men as the present state of our condition will permit in such cases, but that the ships be immediately destroyed by sinking or burning the same, yet so our own ships be not disabled or any work interrupted by departing of men or boats from the ships, and this we require all commanders to be more than ordinarily careful in.

¹ 'ship.'—Harleian MS.

² 'if the admiral.'—Harleian MS.

³ 'Commander in the second place.'—Harleian MS.

⁴ 'squadron' omitted in Harleian MS.

⁵ 'a weft of the ensign of the ship so distressed.'—Harleian MS.

⁶ This instruction does not occur in the Harleian MS.: Instruction 10 of the March 29 set.

7.¹ That it is the duty of the commanders and masters of all the small frigates, ketches, smacks, &c., belonging to the several squadrons to know the fire-ships belonging to the enemy, and accordingly, by observing their motion, do their utmost to cut off their boats if possible, or, if opportunity be, that they lay them on board, seize and destroy them. And to this purpose they are to keep to windward of the squadron in time of service. But in case they cannot prevent their fire-ships from coming on board us by clapping² betwixt us and them (which by all means possible they are to endeavour) that then in such cases they show themselves men in such an exigent, and sheer aboard them, and with their boats, grapnels and other means clear them from us and destroy them, which (if honourably done), according to its merit, shall be rewarded, and the neglect thereof strictly and generally³ called to an account.

8.⁴ That the fire-ships in the several squadrons⁵ endeavour to keep the wind, and they with the small frigates, &c., to be as near the great ships as they can and attend the signal from the Commander-in-Chief to act accordingly.

9.⁶ That if an engagement by day shall continue until night, and the General please to anchor, yet upon signal given they all anchor in as good order as may be, the signal being as in the instruction for sailing. And if the General please to retreat with-

¹ Instruction 6 in the Harleian MS.: Instruction 12 of the March 29 set.

² 'coming.'—Harleian MS.

³ 'severely.'—Harleian MS.

⁴ No. 7 in the Harleian MS.: *cf.* No. 13 of the March 26 Instructions.

⁵ 'the fire-ships belonging to the fleet.'—Harleian MS.

⁶ No. 8 in Harleian MS.: No. 14 of the March 29 Instructions.

out anchoring, then the sign to be the firing of two guns so near one after the other as the report may be distinguished, and within three minutes after to do the like with two guns more.¹

Dated aboard the *Triumph* this February 10th, 1652.

To Captain Wm. Penn, Vice-Admiral of the Fleet, and Captain of the ship *Speaker*, who is hereby authorised and desired to issue out the same instructions to the respective commanders of the ships of his squadron, under his own hand, the said commanders being required to observe them accordingly.

ROB. BLAKE. GEORGE MONCK. RI. DEANE.

819. *Feb. 11, 1652*.—*THE NAVY COMMISSIONERS*²
*TO THE ADMIRALTY COMMITTEE*³

[R.O., Interr. xxxiii. 40.]

Right Honourable,—We are much troubled to understand by yours of this day received that the men already pressed and sent us hither from several places do make so small appearance on board that the Generals lamented, and that they should have the like cause to complain for the absence of such ships as belong to the fleet.

As to the first we should much marvel at their backwardness (seeing the *Trinity House* have returned us the names of above 600 men pressed there and sent down to *Gravesend* to be shipped

¹ Harleian MS. adds: 'And the commander of this ship is to sign copies of these instructions to all ships and other vessels of this fleet. Given on board the ——.' No date, ship's name, or signature.

² Hereafter abbreviated 'N.C.'

³ Hereafter abbreviated 'A.C.'

by our instruments there, and the Master, &c., of Watermen's Hall that they have sent away above 500), but that we find by the letters of our said instrument (which we herewith send for your better information) that the men from the Trinity House have been seen to pass, fifty in companies, going to Ipswich and Woodbridge. Truly we believe that all the care that possibly can be is taken, but the men are so refractory and so resolved to go all in frigates that they hide themselves after they are pressed, in expectation till a frigate be ready, and our instruments at Gravesend have certified us by former letters of at least 300 which have been observed to pass that town towards Chatham or the Downs, which we hope was with intention to go to the fleet.

As for those that go towards Ipswich and Woodbridge, we believe they do run away hoping to get into colliers or merchants' ships going to sea from those parts and Yarmouth.

If your Honours' letters were directed to the magistrates there to appoint some knowing men to take notice of such mariners returning to such places and to seize their persons it might do good.

As to the ships, your Honours know the winds have been so contrary till last night that no ship between this and Erith hath been able to go down, but now we this morning have dispatched away Captain Wildey down the river to lay strict commands on all ships in the service to fall away immediately whether their captains be on board or no so they have but pilots on board to carry them safely, by whom we expect a speedy return.

Now for the remains of victuals, we gave three days ago order to the victuallers to bring us in account, as we acquainted your Honours with lately, and this afternoon we received the inclosed from

them ; in the meantime we have received this account from Deptford and the other from Woolwich.¹

We humbly conceive the Master and Wardens of Watermen's Hall should have their warrant renewed because their number, being 500, is out ; we encouraged them to proceed and promised them to write to your Honours about it, all which we leave to your grave wisdoms, and remain

At your Honours' command,

E. HOPKINS.

Navy Office, 11 February, 1652.

820. *Feb. $\frac{11}{21}$, 1652.*—*H. HATSELL TO R. BLACKBORNE*

[*S.P. Dom. xlvii. 58.*]

Right Honourable,—This day I received a letter from the captain of the Mount,² who adviseth that on the 8th instant a very great fleet of ships was seen near the Lizard, and conceived to be Hollanders ; and also by a letter from St. Ives it is written that a vessel of that town arrived from Rochelle, the master whereof informed that there came before him from Rochelle and the Isle of Rhé, three hundred sail of Dutch merchant ships and several men-of-war, and that he judged they were got within the mouth of the Channel, so that I am humbly of opinion that those ships seen off the Lizard were those which came from Rochelle, &c.

Since my last to your Honours here is arrived a small vessel from St. Malo, which brought some cordage and tar that I have bought, and more was laden there aboard another vessel to come hither, but the burghers of that town finding a present want to supply their shipping bound to the Newfoundland made stay of it, and got it unladen, yet

¹ Not included in this collection.

² St. Michael's Mount.

without any loss to him that was bringing it hither ; so that I have hopes to obtain more from thence upon another essay. At Morlaix I understand there is a quantity of tar ; I have given encouragement to one to endeavour the getting it, which I hope will be effected.

This day is also arrived from Norway one Jacob Matson, a Dane by birth, but hath traded for some years for this place, unto whom I gave encouragement for six months since to go for Norway to fetch tar and deals, and accordingly he went in a vessel of about fifty tons, and had taken in part of his lading of deals and the rest tar ; but the Dutch being so prevalent there got his tar to be landed, so he is come with his deals. He had also freighted another ship of about 300 tons to be laden with deals and tar (for the account of some at Norway), which the Dutch took at sea and carried her into Holland.

Your ships the Gift and Duchess are now in the Sound with the Success,¹ ready to take the first opportunity of wind for the eastward (according to your Honours' order) ; in them will be about thirty men (besides their own proportion), which is all that is sent in by the Vice-Admiral and the Mayor of Dartmouth.

The Sampson² will be off the ground about Tuesday next, and soon ready to go on petty warrant if your Honours please that a captain and officers may be appointed ; there is one Captain Robert Plumleigh, of Dartmouth, a man fearing God &c., of good ability (besides the honest interest that he

¹ According to No. 814 this ship was one of those which sailed from Chatham.

² This vessel is not the same as the Samsom or Sampson, which was sunk after the battle of Feb. 18, *cf.* No. 854 : she is referred to in S.P. Dom. Commonwealth, xxxv. 48, as "the Sampson prize."

hath to get a serviceable crew), if your Honours please to commissionate him thereunto.

Not having else to offer do remain,

Right Honourable,

Your very humble and faithful servant,

HENR. HATSELL.

Plymouth, 11th February, 1652.

821. *Feb. $\frac{11}{2}$, 165 $\frac{2}{3}$.—J. POORTMANS TO
R. BLACKBORNE*

[S.P. Dom. xlvii. 59.]

Sir,—It was my resolution in obedience to their Honours' commands to have gone to the fleet early this morning, but the Lord, who is the wise orderer and disposer of all things, hath prevented me, by the winds coming about to the south-west, whereby the fleet I judged did set sail this morning, and would be gone before I could come to them, and since I am credibly informed by one that came from Chatham that the fleet set sail yesterday out of the Swinn, upon which it was my resolution to have come this day directly for London, but Captain Redjack, commander of the Katherine, making his complaint to me that, being ordered to receive such men as should be sent on board him here, had stayed two or three days and had not got above forty men, and therefore desired me to stay and assist him in that work, though at the time I questioned what warrant I had to meddle therein, yet upon second thoughts I did conceive the hastening of the fleet to sea consisted much in endeavouring to get them manned, whereupon I resolved through the assistance of the Lord to put my shoulder to the work, and accordingly caused a narrow search to be made this day twice through

the town, which with the benefit of this tide of ebb hath procured above sixty men, whereby Capt. Redjack is pretty full, and set sail this evening, and hopes by to-morrow this time (the wind as it is) to get into the Downs. I intend, God willing, at midnight to re-search this town which, with the benefit of the tide of ebb now in hand, will afford us near sixty men I hope. I intend not to come up till to-morrow night, there being such great want of men, though the work in its nature be very burdensome, yet am very willing to the best of my ability to improve the same for the furtherance of the service.

The Cygnet, Martin, and Nightingale are come to Gravesend this tide ; the two latter will set sail to-morrow for aught I know to the contrary. The Cygnet wants fifty men, though she had her full number at Deptford, but yet I hope some answerable supply may yet be made, that she may not be left behind.

I have desired Mr. Field to stay for the better carrying on the present work. I hope we shall be able to supply Captain Wyard to-morrow with some considerable number of men.

You may please to acquaint the Honourable Commissioners herewith, not judging it meet to trouble them with so many rude lines, though I am bold to intrench upon your goodness herein, which I know is such as will pass by the failings of him who is

Your very affectionate friend to serve you,
JOHN POORTMANS.

Gravesend, the 11th February, 1652, at nine at night.

Just now an agent is arrived from Sweden¹ in a Crown ship of forty guns or more. Here inclosed

¹ MS. 'Swethland.'

is an account of the ships in the river ready to sail by Mr. Field.¹

822. *Feb. 12, 1652.*—*ORDERS BY A.C.*

[*R.O., Interr. xxxiii. 42-43.*]

Upon consideration this day had of the business of raising mariners, finding a great neglect in the management of that affair, in regard the seamen have not had conveyance by water to the fleet, it is

¹ The list is as follows :—

At Deptford.

The Centurion : the captain on shore ; she wants many of her men ; the master saith he will fall down next tide.

The Raven : the captain was aboard. He intends to fall down next tide. Many of her men wanting.

At Woolwich.

Thomas and Lucy : the captain not aboard. Many of her men wanting. She will fall down next tide, if possible.

Lisbon Merchant : the captain not aboard. She wants men. She will fall down next tide, if possible.

Welcome, run ashore between Woolwich and Erith. They intend to get her off next tide. Her captain is on board.

Brazil frigate : her captain not aboard. She will fall down next tide, if possible. She wants men.

The Cullen : neither captain nor master aboard. She wants many of her men.

At Erith.

The Exchange : the captain not aboard. She will fall down next tide, if possible. She wants 40 men.

At Gravesend.

The Nightingale : her captain not aboard.

The Cygnet : her captain aboard.

The Martin : her captain aboard.

They will sail the next tide.

This is an account that is given by your servant,

WILLIAM FIELD.

Gravesend, Friday night, 8 o'clock.

ordered that the Commissioners of the Navy do take especial care that all such seamen as shall be impressed and taken up for the service be sent on board by some faithful and able conductors, as they shall think fit, directly by water to some of the State's ships lying in the river to be transported to the fleet, according to the sense of the debate this day had, Major Bourne being present, unto which we refer them. The Generals having written to us that few or none are yet come down to them.

Upon information received from Captain Hatsell that there are seventy or eighty seamen which were of the Garland and Anthony Bonaventure companies that are arrived at Plymouth from the Island of Jersey in great want :

Ordered that the Commissioners of the Navy do write to Captain Hatsell to furnish the said mariners with necessaries to fit them for present service, and that they be entered on board some of the State's ships lying in that port.

R. BLACKBORNE, Sec.

823. *Feb.* $\frac{1}{2}$ $\frac{2}{2}$, 165 $\frac{2}{3}$.—*LAWSON TO SIR H. VANE*

[S.P. Dom. xlvii. 63.]

Right Honourable,—It pleased the Lord in the beginning of these times to convince me of the justness of the Parliament's proceedings, so that in the year 1642 I voluntarily engaged in their service, and ever since the Lord has kept my heart upright to the honest interest of the nation, although I have been necessitated twice to escape for my freedom and danger of my life at the treacheries of Sir Hugh Cholmley and Colonel Boynton at Scarborough in the first and second war. My wife and

children being banished two years to Hull, where it pleased God to make me an instrument in discovering and (in some measure) preventing the intended treachery of Sir Jo. Hotham. Having met with other tossings and removals to my outward loss, suffering many times by the enemy at sea, my livelihood being by trade that way. During part of the first war I served at sea in a small ship of my own and partners, in which time receiving my freight well I had subsistence; since that I commanded a foot company on land near five years, and about three years last past was called to this employment in the State's ships, at which time my foot company was disposed. In the aforesaid service on land and this last at sea, by reason of the treacheries and revolutions ashore and smallness of salary at sea, I assure your Honour myself and family have not had maintenance from the public, and I have not used those ways of plundering that others have.

At my return from the Straits last summer I resolved to have left the sea employment and to have endeavoured some other way to provide for my family, but this difference breaking out betwixt the Dutch and us I could not satisfy my conscience to leave at this time, being very well satisfied that this service is in order to the design of God in the exaltation of Jesus Christ, and therefore with much cheerfulness shall spend myself in this cause where the glory of God and the good of His people is so much concerned.

May it please your Honour I have one suit I shall humbly beg your Honour in, which is, that if the Lord shall have appointed my course to be finished and shall take me to Himself while I am in this employment (which at the appointed time I trust, through His rich mercy and free grace in

Jesus Christ, He will do), that your Honour will become instrumental that my wife and children may be considered in more than an ordinary manner, for they have suffered outwardly through my embracing this sea service last. My wife is dear to me, and I have good ground to believe she is dear to God, and therefore I assure myself your Honour will be more willing in such a case to take the trouble upon you. I beg pardon for this presumption, beseeching the Lord to preserve your Honour and all faithful ones on land, and that His presence may be with and providence over us at sea. My most humble and bounden service presented, I crave leave to subscribe myself,

Right Honourable, your Honour's and the
interest of God's people's faithful servant,
whilst I am

JO. LAWSON.

Aboard the State's frigate, the Fairfax, in Dover
Road, this 12th of the 12th¹ month, 1652.

824. *Feb. 1²/₂, 165²/₃.—BLAKE AND DEANE TO THE
SPEAKER*

[Bodleian Library : Tanner MS. 53, fol. 210.]

Sir,—Having, by God's blessing, through some difficulty, gained this road, we held it our duty to give the Parliament an immediate account thereof. Although we have little else to interrupt their manifold affairs than to let them know we are here with a considerable part of their fleet, consisting of near fifty sail, little and great, and that if the wind do any way favour us intend, if God please, to hasten westward to wait for the return of the Dutch fleet.

¹ By Old Style February 1653 (N.S.) would be rather the 11th than the 12th month of 1652.

We dare not in this great business to promise anything for or to ourselves, because it is God alone who giveth courage and conduct, with opportunity and success in the day of His salvations; only we desire the Parliament to believe that we are very deeply sensible of the extraordinary importance of the present service in hand, the high expectation raised about it, and the obligation of the great trust reposed in us. The consideration whereof hath much driven us out of ourselves, and we hope will raise our hearts to a more entire dependence upon the Lord in faith and humility; and if it please Him to continue us, and those which are His, in such a frame and temper of spirit, we doubt not but He will be more abundantly good unto us and our nation, the interest and weal of which is more dear unto us than all worldly respects, and shall be ever the prayer and endeavour of

Your most humble servants,

ROB. BLAKE. RI. DEANE.

From on board the ship *Triumph*, in Dover Road: February 12, 1652.

825. *Feb. 13, 1653.*—*NEWS FROM PLYMOUTH*

[*Mercurius Politicus*, p. 2240. B.M. Press Mark E, 687, 7.]

From Plymouth, February 13.

This day there is come into this road a ship called the *Dorset*, a private man-of-war of the Isle of Wight, who informs that on Monday last ¹ he saw the Dutch fleet between Ushant and the Isle of Bas; which fleet (as he judged) did consist of 300 sail or upwards. He saith also, that by reason of

¹ *I.e.* Feb. 7th.

the north-east winds they were scattered then, inso-much that he judged no more than 200 sail to be in one body, and the rest were scattered, some twenty, some ten, and some five in a company, all turning to the eastward.

He further saith that on Wednesday¹ last there was so much wind at north-east, that he verily believes the Dutch were forced to lie a-try² under their mainsails, or else to bear up before the wind.

He saith likewise that himself was by the same wind enforced to put into Mount's Bay, having taken and brought away with him one of the Dutch ships from their fleet which came from Bordeaux wherein are 210 tuns of French wines. He conceives that by the winds which they have had since, they cannot be to the eastward of this place, but they keep close aboard the French coast. He conceives also, by what he collects from the mariners which he hath taken, that there are in this Dutch fleet about seventy men-of-war, which convoy the rest.

Our ships are here now setting sail for the Isle of Wight.

826. Feb. $\frac{13}{23}$, 165 $\frac{2}{3}$.—*NEWS FROM DOVER*

[*Mercurius Politicus*, p. 2225. B.M. Press Mark E, 687, 7.]

From Dover, February 13.

This day our fleet of ships came into this road, and intend, without delay, to hasten westward to join with the rest of our shipping. They on Saturday took a scout of Tromp's which he sent homeward for Holland with letters, and also to espy out the condition of our fleet, and then return with intelligence and orders; but his journey is stayed.

¹ Feb. 9th.

² To 'try' = to lie-to.

827. *Feb. $\frac{1}{2}\frac{4}{4}$, 165 $\frac{2}{3}$.—ORDERS OF C.O.S.*

[R.O., Interr. i. 39, pp. 50–52.]

That the Governors of Dover and Deal be sent unto and desired to dispatch away every night from thence such intelligence as they shall receive of what passeth at sea, to the end the Council may have frequent intelligence thereof.

That a letter be written to the Mayor of the town of Newcastle to signify to him the receipt of the letters from some masters of collier ships desiring they may have leave to set sail for London, and to let him know he is to signify to the said masters that if they do conceive themselves strong enough to pass to London, that they may sail by the first opportunity, and to permit them to depart accordingly.

That Captain Robert Plumleigh being nominated to the Council by the Commissioners for the Admiralty to be captain of the ship *Samson*,¹ be approved of for that command, and that the Generals of the fleet do give him a commission accordingly.

828. *Feb. $\frac{1}{2}\frac{5}{5}$, 165 $\frac{2}{3}$.—ORDERS OF C.O.S.*

[R.O., Interr. i. 39, pp. 60, 61, 63, 64.]

That Morgan Hall, employed in the service of the State, with two men and a boy in the hoy called the *Anne of Maidstone*; Mr. Roch with two men and a boy in the *Remembrance of Maidstone*; Thomas Worledge with two men and a boy in the *Hopewell of Maidstone*; W. Key, master of the ship *Providence*, with six men and a boy, be

¹ Cf. No. 821, footnote 2.

permitted from time to time to return to Rye without the impressing of the men on their vessels to the public service, they being already employed therein, by carrying ammunition from Rye to the Tower of London.

That John Perry, waterman, have a protection granted to him from being impressed into the service of the Commonwealth at sea, the Council being satisfied that upon his labour doth depend the livelihood and sole subsistence of his aged mother, and three small children of his sister's, whose father is already in the service of this Commonwealth in Ireland.¹

That new warrants be drawn for all the messengers of the Council, for the enabling them to ride post, to press horses upon all roads, and also any fit vessel in any port they shall come unto whither they are directed in order to sail towards the fleet.

That the report made from the sub-Committee of Foreign Affairs to the Council, and agreed unto by them, concerning the providing of masts and tar for the shipping of this Commonwealth out of New England, be referred to the Commissioners of the Admiralty, to whom it is recommended to consider in what manner to put in execution what is contained in that report, and to confer with the Commissioners for the Treasury concerning procuring of the money required for the business, and report their opinions to the Council with all speed.

Upon reading the petition of Captain Ben. Blake, it is ordered that it be returned, in answer to the petitioner, that the Council have no charge of crime depending before them against him.

¹ This entry is conclusive against the theory that being impressed was at this time a voluntary action.

829. *Feb. $\frac{1}{2}$ ⁵, 165 $\frac{2}{3}$.—C.O.S. TO N.C.*

[R.O., Interr. xxxiii. 49.]

Gentlemen,—The Council having had consideration of providing masts and tar in Scotland, and finding the propositions which are made unto us on that behalf very probable, are resolved to make an essay thereof, to which purpose we have ordered that four men, well skilled in the choosing and cutting of masts, be sent forthwith into Scotland, in a vessel manned with eight or ten men more, to begin the work by the help of such labourers as are to be found upon the place, and being informed by the Commissioners of Dutch prizes that there are two Dutch prizes at Dover either of which will be very fit to be employed in this service, one of them named Henry the Fourth and the other Crowned Charity, we desire you forthwith to send unto Dover to be informed which of them will be best for the use aforesaid and with least charge made ready, and thereupon to give order for her being forthwith fitted with all things necessary for that voyage, in doing whereof we desire you to speak with Mr. Roach and Mr. Wood, two mast masters who have been already spoken with in this business, for the carrying on whereof there are several materials to be provided, as ropes, iron works, &c., the proportion and quality whereof the said persons are very well able to inform you, which accordingly you are to provide upon conference with them, who also undertake to provide the four mast carpenters and the other honest seamen; wherefore we desire you to speak with them concerning all these particulars, and to give orders for speedy and effectual putting them in execution; the least delay wherein will disappoint

this whole occasion. The victuallers are to victual the vessel you shall¹ upon with victuals for fourteen men for four months, to whom you are to send concerning it. It will be necessary to put two or three guns aboard the said vessel and some muskets for her defence.

Signed in the name and by order of the
Council of State appointed by authority
of Parliament,

JO. BRADSHAW, President.

Whitehall, 15th February, 1652.

830. Feb. $\frac{1}{2}$ ⁵, 165 $\frac{2}{3}$.—*THOMAS CHENEYS TO THE
GENERALS AT SEA*

[S.P. Dom. xlvii. 82.]

Right Honourable,—Having used all diligence about our coast towns for the procuring of some seamen to send up to your Honours, I have not one appear for the service from Southwold or Dunwich or hereabout, the mariners of this town be all come up, volunteers and what is pressed, that our colliers have not any men to man them if they be minded for Newcastle, but I perceive we of this town have small stomach to adventure to sea this summer. I writ your Honours last post I should give you an account this post, and in what I can or may serve your Honours in I am most willing, and shall be always ready to do my duty, so with my best respects to your Honours I humbly take leave, and shall ever remain,

Your Honours to be commanded,
THO. CHENEYS.

Aldeburgh, this 15 of February, 1652.

¹ Blank in MS. : ? 'decide.'

831. *Feb. $\frac{1}{2}$, 165 $\frac{2}{3}$.—J. POORTMANS TO A.C.*

[S.P. Dom. xlvii. 86.]

Right Honourable,—Since my coming down in obedience to your Honours' commands, and not finding the Cygnet and Nightingale here, I was informed they set sail from hence upon the last Lord's day¹ in the morning, and the Thomas and Lucy and Exchange yesterday morning, so that the ships remaining here and ready to set sail are the Brazil, Cullen and Lisbon, wanting only men to put them in a capacity to sail directly to the fleet, wind and weather permitting, wherefore immediately upon my coming I got the commanders of the respective ships aforementioned to go along with me and take their ships' boats with them, and search every wherry or merchant ship in the river for seamen coming down that tide of ebb, which was accordingly done, whereby there was procured about seventy seamen, so that with the assistance of this morning's tide the Brazil frigate and Cullen are reasonably well manned, and are set sail this morning.

For the Lisbon Merchant, though she wanted yesterday near seventy men, yet now, blessed be God! she is very well and completely manned, and intends to sail to-morrow very early and get into the Downs by Thursday² at night.

The Raven and Centurion passed by here to-night and I hope anchor not in the river.

To-morrow morning I intend to go into the Hope and see what ships are riding there in the State's service, and take an account of their present fitness, and so return again with all expedition. In

¹ *I.e.* Feb. 13.² *I.e.* Feb. 17.

the mean time I humbly take leave, and subscribe myself and remain,

Your Honours' most obedient and humble servant,
JOHN POORTMANS.

Gravesend, 15th Febr., 1652.

832. *Feb.* $\frac{15}{2}$, 165 $\frac{2}{3}$.—*MAJOR N. BOURNE TO A.C.*

[S.P. Dom. xlvii. 91.]

Right Honourable,—The appearance of men at Ratcliffe this day was very thin, there being not above twenty-three, all which I caused speedily to be put on board a light horseman¹ and brought down. As I passed to and fro in the streets I met with several parcels of men, whom I examined, who carried themselves very insolently, which I was forced to endure because I had no present means to quell them. I shall use my endeavour to inquire after them, understanding that they belong to the Centurion.

When I came to Gravesend I met with some more men, which I caused to be put on board the light horseman as she came by, and dispatched them down aboard the Lisbon Merchant, who is in Tilbury Hope and is now completely manned.

I shall this night make use of the Mayor's assistance and scour this town throughout, and I doubt not but we shall glean up some more, all which I shall send aboard the aforesaid ship and see her set sail to-morrow morning.

The Centurion and Raven and all the rest are gone, and I doubt not but if the wind stand they will all get into the Downs to-morrow. I shall do my best both to fulfil your Honour's commands and answer your expectations here, accounting it my greatest honour to be serviceable to this great

¹ A barge ; see vol. iii. p. 367.

interest. Here is a private man-of-war that rides here; what men of his I find ashore this night I will send away to the fleet. The Old Warwick being here, I purpose to-morrow morning to take some men out of the ships that were ordered up from the Generals, who since have pressed men but are not so fit for present service as she is, and therefore I will supply her and send her away, and let them make up their numbers, because the present exigency requires a speedy dispatch. I shall not trouble your Honours further at present, but wait upon your commands and study how I may approve myself,

Right Honourable,
Your Honours' most faithful and ready servant,
NEHEMIAH BOURNE.

Gravesend, 15th Feb., 1652, 10 at night.

833. *Feb. 16 $\frac{1}{2}$, 1652 $\frac{2}{3}$.—C.O.S. TO N.C.*

[R.O., Interr. xxxiii. 52.]

Gentlemen,—The Council, having taken into their consideration the paying of what is due unto General Blake and other flag-officers of the fleet for the last year's service, have thought fit to signify to you that the sum of three pounds a day is to be paid unto the General, forty shillings a day unto Vice-Admiral Penn, and twenty shillings a day to Rear-Admiral Bourne, for the time aforesaid, and therefore we desire you to issue out your bills for the paying of the same unto them accordingly.

Signed in the name and by order of the
Council of State appointed by authority
of Parliament,

JO. BRADSHAW, President.

Whitehall, 16th of February, 1652.

834. Feb. $\frac{1}{2}$ $\frac{6}{8}$, 165 $\frac{2}{3}$.—ESTIMATE OF MONEY NEEDED
FOR THE NAVY

[S.P. Dom. xxxiii. 55.]

An Estimate of Moneys necessary forthwith to
be provided for carrying on the present service
of the navy :—

	£	s.	d.
To the victuallers of the navy for their monthly payment	28,000	0	0
For freight of 30 merchant ships employed the last year, whereof some are yet continued in the service at 750 <i>l.</i> per ship, one with another	22,500	0	0
For General Blake, Captain Penn, and Major Bourne's salaries per est.	2,500	0	0
For the first payment unto the owners of 40 merchant ships ordered to be taken up for the service of the State	40,000	0	0
In payment of bills long since as- signed for ready money	50,000	0	0
For payments relating to the Office of the Ordnance	25,000	0	0
For cordage, hemp, tar, pitch, rosen, &c.	30,000	0	0
For anchors, bolts, nails, and all sorts of ironwork	10,000	0	0
For furnaces, copper, and all sorts of braziers' and plumbers' works	5,000	0	0
For timber, masts, deals, blocks, boats, oars, and all sorts of wooden provisions	10,000	0	0
Carried forward	223,000	0	0

58 *TROMP'S HOMEWARD VOYAGE*

	£	s.	d.
Brought forward	223,000	0	0
For sawing, carving, joining, and painting	5,000	0	0
For bills of reward, water carriage, travelling charges, pressing charges, pilotage, and other disbursements	10,000	0	0
For sails, canvas, hammocks, cottons, kersies, &c.	10,000	0	0
For tallow, reeds, leather, brick, lime, and sundry petty provisions	10,000	0	0
For payment of bills of exchange, bills of imprest, &c.	20,000	0	0
	£278,000	0	0

Md.—There is no demand herein made for supply of the stores of the Office of the Ordnance.

835. *Feb.* $\frac{1}{2}$ $\frac{6}{6}$, 165 $\frac{2}{3}$.—*MAJOR N. BOURNE TO A.C.*

[*S.P. Dom.* xlvii. 99.]

Right Honourable,—The last night I gave your Honours an account of the state of your affairs here, as also of my resolution to prosecute your commands to the utmost about men, which accordingly was endeavoured, and this morning about four o'clock I called the assistance of the constable and made a thorough search all over the town, and very early sent away about fifty men aboard the *Old Warwick*, which when I had done I took John Poortmans and went down into *Tilbury Hope*, where remains the ship *John*, whereof Captain Cole is commander, who was left at *Queenborough*; the ship carries 34 guns and is a serviceable ship. The

captain since his coming up hath got about sixty men and wants fifty more, which with diligence will now soon be gained. He tells me he hath orders to come up for your Honours' commands when he is manned; he humbly craves it, being desirous to be in action. There is also the John and Elizabeth, whereof Capt. Marshall is commander, but absent; she carries 26 guns such as they be, but he hath not twenty men besides boys. I have ordered the greatest part thereof aboard the Warwick. I have also sent two or three boats this flood three or four miles up the river, there being some ships that linger thereabouts and not willing to venture down. I shall glean all men hereabouts, and the next ebb I purpose to be upon the water with two or three wherries to search all boats and barges that come down with passengers, and prevent their landing before they come to the common place, and I question not but to make up the number above 100 aboard the Warwick, and shall then command her to the fleet, although her captain be not here. The Lisbon Merchant (of which I gave your Honours account last night) set sail out of the Hope this morning by break of day and I hope will be in the Downs this evening, with the others who went hence yesterday; and so there is none but the Warwick to follow. Capt. Wyard and the others for the Hull convoy will be ready suddenly and manned. I shall improve this day and the night following to the utmost, and to-morrow morning come up, unless I receive any further commands from your Honours. So craving pardon for this, I crave your favour to be accounted,

Right Honourable,
Your very faithful humble servant,
N. BOURNE.

Gravesend, 16th Feb., 1652, 12 at noon.

836. *Feb.* $\frac{16}{26}$, 165 $\frac{2}{3}$.—CAPTAIN W. WOOD TO A.C.

[S.P. Dom. xlvii. 98.]

Right Honourable,—Setting sail from Deptford the 15th instant, we got the first tide to the buoy of the Nore and there anchored in the morning. We overtook the Cullen, the Thomas and Lucy, and the Brazil frigate, and off the North Foreland we met with the Dolphin, the captain whereof having orders from the Generals that, as soon as four or five other ships should come, that then we should immediately sail towards the Isle of Wight. We met in the Downs a ship from the Isle of Wight, who told us that the Generals with the fleet were yesterday plying to the west of Beachy,¹ and about three in the afternoon he met with the Sapphire and six other ships at the Nesse which are plying after the fleet; so that now being six sail, whereof the Raven being one, and having received copies of the Generals' instructions, we intend with all diligence to seek out the fleet.² The captain of the Dolphin told me that this morning he spoke with an Ostender, who told him that he came from the coast of France, and says that the Holland fleet are to the westward, the numbers 100 men-of-war and 200 merchant ships. So having not else to trouble your Honours, I humbly take leave and rest,

Your Honours' humble and faithful servant,
WALT. WOOD.

From aboard the Centurion, in the Downs, this
16th of Feb., 1652.

¹ MS. Beache.

² It is hardly likely they can have joined in time for the first day's fighting.

837. *Feb.* $\frac{17}{27}$, 165 $\frac{2}{3}$.—*C.O.S. TO N.C.*

[*S.P. Dom.* xxxiii. 58.]

Gentlemen,—We, having taken into consideration a petition presented to the Council by the several endorsed persons late belonging to the Hart frigate, desiring some relief in respect of their losses aboard the same at her taking by the Dutch, do think fit that such of them as are in the service of the State or shall go forth in the ships now to go to sea, have five weeks' pay allowed them in consideration of their said losses, and therefore do desire you to give order for paying the same here unto their assignees, upon the producing of a certificate unto you of their being listed in any of the State's ships, attested under the hand of their respective captains.

Signed in the name and by order of the
Council of State appointed by authority of
Parliament.

JO. BRADSHAW, President.

Whitehall, 17 February, 165 $\frac{2}{3}$.

838. *Feb.* $\frac{17}{27}$, 165 $\frac{2}{3}$.—*ORDER OF C.O.S.*

[*R.O., Interr. i.* 39, p. 77.]

Thursday, 17th of February, 165 $\frac{2}{3}$.

That letters be written to such post towns in the West to whom letters were written for restraining of the going out of their ships, to let them know that the fleet being now out and supplied with men, the Council do leave it to them to go out with their ships upon their voyage if they in their own judgment apprehend they may do it without prejudice to themselves.

839. *Feb. $\frac{17}{27}$, 165 $\frac{2}{3}$.—CAPTAIN F. WILLOUGHBY
TO A.C.*

[S.P. Dom. xlvii. 106.]

Right Honourable,—You may please to take notice that our fleet is off the Isle of Wight in expectation of the Dutch, but where they are we cannot be certainly informed ; only Captain Kendall,¹ by intelligence from a French vessel, hath received this information, that he saw them to the westward very much scattered and separated from one another.

The Success, Gift, and Duchess came this morning into the road, and set sail for sea this evening with the Falmouth frigate, who, coming through and seeing those three ships' topsails loose, stood off to sea without anchoring, who although come from Plymouth, are not able to give any account of the posture of the Dutch.

The Diamond is out in the road, who intends to go to sea to-morrow morning.

The Providence sailed to Spithead this evening, and the Tenth Whelp goeth out to-morrow morning. The Expedition, we hope, we shall get out on Saturday next.

The Generals have writ for 150 tons of water to be sent out to them, and the harbour being not in a capacity of furnishing us with a vessel (already fit) to transport it to them, we are necessitated to appoint the Fortune (designed for a fire-ship) to that end, which we shall endeavour to send out with all expedition.

I am sorry that the Portsmouth frigate should lie so long in expectation of the money in this time of exigency. It was contrary to Major Hardinge's

¹ Of the Success.

engagement, for he promised to have it ready by the 10th of this month, but I shall order her to go to the fleet as soon as possible. This, with presentation of humble service, I rest

Your Honours' humble servant,

FRA. WILLOUGHBY.

Portsmouth, Feb. 17th, 1652.

840. *Feb.* $\frac{17}{27}$, 165 $\frac{2}{3}$.—*SPARROW TO R. BLACKBORNE*

[S.P. Dom. xlvii. 108.]

Sir,—I received yours of the 14th instant, and have here inclosed sent you the best list I can collect in this emergency of time, being of those ships that sailed from the Swinn ; some three or four have come dropping in since, which our tumbling condition and continual expectation of action will not permit us as yet to receive a particular account from. I shall make use of every opportunity to perfect the list as the ships come to the fleet and send it to you, or endeavour everything wherein I may express myself your very

Humble servant,

DRUE SPARROW.

Aboard the Triumph, six leagues off the Isle of Wight, this 17th of February, 1652.

We every minute look for to spy the Dutch fleet, therefore you may imagine we are in haste.

841. *Feb.* $\frac{17}{27}$, 165 $\frac{2}{3}$.—*NEWS AT WESTMINSTER*

[A Perfect Account, p. 880. B.M. Press Mark E, 687, 5.]

Tuesday, February 17.

This day we had intelligence from sea that General Blake is seeking after Tromp, and some

of our scouts have brought news that Tromp with about forty-six sail was lately at St. Martin's in France, trimming and fitting his ships, and that there were seven sail off Bordeaux, men-of-war, who attend there for 250 sail of merchantmen laden with wine and other commodities, to convoy them about a fortnight hence to the grand fleet and to Nantes, where some Dutch men-of-war attend likewise upon other of their merchants, and so intend to come through the Channel together.

The States of Holland's new fleet¹ is hastening out with all expedition, and all in hopes to have been at sea before the English; and, to the end they might not want seamen, innumerable reports were spread abroad concerning the strange divisions and tumults to be in England, and the unpreparedness of the English fleet to go forth; yet, nevertheless, a great number of their mariners have rather made choice to go away into the East country, to shift for a living as well as they can, than to hazard their persons in a man-of-war against the English; and corn and other commodities being at this time very dear in Denmark, both men and provisions of victual are very scarce in Holland.

A Dutch ship is lately brought into Portsmouth by some of our ships that went out from thence, and a squadron of our fleet being commanded forth to discover the Dutch fleet, took five or six Hollanders' ships which were coming from the parts of Zealand, with provisions and victual for Tromp, besides another Dutch ship taken but few days before, wherein was a great quantity of Holland cheeses.

¹ *I.e.* that under de With. Cf. No. 815.

842. Feb. $\frac{1}{2}$ ⁸, 165 $\frac{2}{3}$.—CAPTAIN T. KELSEY¹ TO C.O.S.

[S.P. Dom. xxxiii. 62.]

Right Honourable,—Yesterday in the afternoon here passed by on the coasts of France about seventy sail of Dutch ships, whereof we understand sixty were merchants' ships which came out of Newhaven,² and were laden at Morlaix and the parts adjacent, and the rest ships of war for the convoy. This morning I spake with a private man-of-war, which came into this harbour, who informed me he saw yesterday some of our vessels cruising, who told him our fleet that passed by here, being joined by those that came out of Portsmouth, are now at St. Ellen's Point by the Isle of Wight, and also I am certainly informed by a master of a vessel that came about fourteen days hence from Nantes in France, that Tromp went to sea with his fleet with the last easterly wind about sixteen days since, and kept before the wind, and since the said master hath not seen his fleet. I presume also to inform you that the ship the Crow is now afloat, ready to set to sea in the State's service out of this harbour in case the captain could get seamen, which, notwithstanding our endeavours therein, we cannot furnish him with, in regard the private men-of-war take up all the able seamen they can possibly entice to them, and not only so, but entertain those that desert the State's service, which is, as I humbly conceive, a real prejudice to the public, and therefore is thus represented by

Your Honours' very faithful servant,

THO. KELSEY.

Dover Castle, 18th February, 1652.

¹ Governor of Dover Castle.

² *I.e.* Havre de Grace.

843. *Feb.* $\frac{18}{28}$, 165 $\frac{2}{3}$.—*ORDER BY THE A.C.*

[S.P. Dom. xxxiii. 63.]

18 February, 1652.

By the Commissioners for the Admiralty and Navy.

It is ordered that it be referred to the Commissioners for the Navy to see the State's ships, hereafter mentioned, and forty merchant ships to be victualled and fitted out to sea with six months' victuals at the times hereunder expressed :—

State's Ships.

James . . .	300	Sophia . . .	170
George . . .	300	Recovery . .	80
Violet . . .	180	Greyhound . .	90
Bear . . .	200	Peter . . .	100
Stork . . .	180	Sampson . . .	120
Heartsease. .	150	London . . .	180
<hr/>		<hr/>	
1,310		740	

Ten merchant ships at 120 one with another ;
in all two and twenty, by the first of March.

At or before the first of April :

Resolution.

Andrew.

Unicorn.

Seventeen merchant ships.

in all twenty.

At or before the first of May :

Sovereign.

Five new frigates.

Swiftsure.

Thirteen merchant ships.

in all twenty ships.

And the said Commissioners are to certify a perfect list of the forty merchant ships to be taken

up and agreed for by them with all possible expedition, and the terms upon which they do contract having regard to the debate this day had with them.

J. HUNT.
GEORGE THOMSON.
JO. CAREW.
R. SALWEY.

844. *Feb.* $\frac{18}{28}$, 165 $\frac{2}{3}$.—G. STRELLEY TO
R. BLACKBORNE

[S.P. Dom. xxxiii. 64.]

Plymouth, 18th February, 1652.

Mr. Rob. Blackborne,—By reason of your occasions keeping you from the Custom House have forborne writing to you, and have yet little to enlarge, saving the confirmation of the Dutch fleet passing eastward Wednesday and Thursday last, and discovered from hence and Dartmouth to be about four hundred sail, the particulars of which you will have at large from Captain Hatsell, and an express from Dartmouth to which I refer you. This day is arrived the Marmaduke from Ireland, who came into Scilly Tuesday last,¹ and stayed there while the Dutch fleet passed by ; we conceive this day will carry that fleet as high as the Wight, where I hope our fleet may be ready to engage them.

I am advised this day of one Dutch prize brought into Fowey by a private man-of-war laden with French wines, about eighty tons, and one into Dartmouth from Lyons in France, laden with pitch, &c.

¹ *I.e.* February 15.

We have little to do now in Custom House affairs, trade being very much obstructed. Having not further at present to acquaint you,

I remain,

Your very affectionate friend and servant,

GEO. STRELLEY.

845. *Feb. $\frac{1}{2}$ $\frac{8}{8}$, 165 $\frac{2}{3}$, &c.—A DUTCH ACCOUNT*

[Archives of the Hague.¹ Translated.]

Feb. $\frac{1}{2}$ $\frac{8}{8}$. — In the morning the wind N.W.; rather cold and dirty weather. We sighted a whole fleet of ships on our lee; when the sun rose we saw it was the English fleet. We turned to fetch Admiral Tromp, who sailed up to the English, and I followed him, and I fought with all the ships as I went along, and did my best to fire upon them as much as I could from the windward; but they aimed always at our round timbers,² and never shot in a hurry. Then I made fast with a hawser, and was just going to board an Englishman who was to leeward of me, but he got loose, and I gave him a broadside. Then I ran up to another, and gave him as much as I could; de Ruijter was at that time lying alongside an Englishman. Then I turned again, and sailed in among the English, striking as often as I could, and they continued to fire only at the round timbers. As Commodore de Ruijter came off again from the Englishman, there came up towards me from the windward a Vice-Admiral flying a blue flag, and the Vice-Admiral with the white flag was on our lee. I tacked and bore down to our ships, and the blue Vice-Admiral sailed to leeward of me, and they both then gave me a broadside, and I returned it. Then four or five

¹ This letter is without address or signature.

² *I.e.* the hull.

English ships bore down on Commodore de Ruijter, and I was to leeward of him with Commodore Balck. Then we both tacked back to de Ruijter, and fired again on the English and on the Vice-Admiral with the blue flag, and remained close up to de Ruijter, and did our best in firing at them, and then tacked towards them ; but they stood off again from me, and we gave each other a broadside. The English then tacked in the same direction, standing to the west, and I to the east—for I had no cartridges left ; then Captain Willem Aryens came up from leeward, and called out to me to get alongside again with him, but I replied that all my cartridges were exhausted. Then seven or eight ships bore down from windward upon de Ruijter, and the Admiral hoisted his white flag for the council of war. I sailed up alongside of him, being anxious to get a fresh supply of cartridges meanwhile ; but the only orders the Admiral gave me were to make ready, which I did. The English then bore off, and left us. We then saw that our bowsprit was shot to pieces, but we could not put a clamp on because it was too close to the stem. I then intended to run towards Captain Munnick, but merchant-ships came continually athwart my bow, and he changed his position, and after that the wind dropped, so that I could not join him ; and I then followed the Admiral, and drifted all through the night, it being quite clear, with no wind.

Feb. 19.
March 1.—In the morning there was a calm. The English came up from behind, and we were a little ahead of the Admiral. Then we anchored, and he cast anchor, and then the Admiral drifted by us, flying the white flag. I went on board, and he told me to make all ready. I replied that everything was in order. As I put off from alongside, the English were firing over our ships again. I now

kept such a distance ahead and abeam of the Admiral, that he could call to me; and we fired from time to time as we could get near, and fired briskly at one another, but the English always shot at our round timbers. About noon the Admiral signalled to me with the blue pennon from the mizen-yard. I tried to turn, but could not get to the rear of him. Then the Admiral called out, 'Bear off! Bear off! Sail after the merchantmen, and tell them to sail east-by-north and east-north-east through the Channel, for they are steering south-east [which was not our course]; and get up to Commodore de Ruijter, and tell him to come on my lee.' I replied, 'I will do so, sir.' Then I sailed after de Ruijter, and gave him the message; and, after that, caught up the merchantmen, and bade them steer east-by-north, and east-north-east; and I set them the course, and they followed me. I said they ought to hoist a little more sail, but they did not do so. After that, our ships and the English fired briskly on one another. In the evening we separated again, when the sun had gone down.

Feb. 20.
March 2. — In the morning, dirty weather with more cold. We were with the merchantmen, and the Admiral to the rear of us. The English bore up again from the rear. I sailed on before the wind, and urged the merchantmen to make haste forward, not sparing sail, but they would not do so when I spoke to them. Then the Admiral came up to the fleet from the rear, and I was to leeward. I fired a shot and made a signal that, as there was a good breeze, they should make more sail; and I hailed the galliot, and sent her to the merchant-ships, begging them to spread more sail, but they ran on as they were, and some of them were lying to leeward. Then I sailed back towards

the Admiral, but could not speak to him, as there were too many ships lying all round him; so I remained a little distance off, with sails reefed. After this the English got to leeward of the fleet; seeing this, I tried to get on the lee of the fleet. I got up to them and fired; on this, two more of our ships also bore down upon them, and they moved on with the wind. And the merchantmen advanced with the wind; then I sighted an Englishman on their lee, so I turned and sailed towards them, upon which he veered round with the wind and made off. Then I sailed close in among the merchantmen; then hoisted the topsails on the topmasts, and tacked again to the rear of them, which I succeeded in doing. Then I did my best again in firing on the enemy whenever I could. The merchantmen closed up, some with the ships of war and some with one another athwart them, so that they all lay together. God knows, if they had only made sail at first, when I told them, there would have been no need for this, but they would not do it at the time. When the sun went down the English drew off from us.

846. *Feb. 19* 165²/₃.—CAPTAIN T. KELSEY TO C.O.S.
March 1

[S.P. Dom. xxxiii. 65.]

Right Honourable, — Since my last I have nothing of any discovery made of any ships on these coasts to present unto your Honours, and our seamen here were very jealous lest Tromp's fleet might be gone about by the North Seas, but this day, understanding that a private man-of-war belonging to Ostend was come from the westward into this harbour, I sent for him and examined him; and he informs me that about ten days since he met

about Ushant, not far from Brest in France, with about fifteen sail of Dutch ships, who by foul weather were dispersed from Tromp's fleet, and they enquired of him where their Admiral was. And he, not being able to inform them, fell into discourse with them touching the number of the Dutch fleet ; and they told him Tromp had about one hundred and ten ships of war with him besides merchant ships, which were so many that they could not declare the number ; and they standing towards the westward he parted with them. And that Ostender further informed me that he, being yesterday about Fairlight beyond Beachy, heard the guns play very hard westward, which continued in his hearing about two hours, and until he, by reason of his coming eastward in pursuit of a French vessel, was so far this way that they could not be heard, which is all at present I have to tender to your Honours, and rest

Your Honours' very faithful servant,
THO. KELSEY.

Dover Castle, 19th February, 1652.

847. *Feb. 19*
March 1, 165²₃.—CAPTAIN F. WILLOUGHBY
TO C.O.S.

[S.P. Dom. xxxiii. 66.]

Right Honourable,—This morning about nine of the clock we heard guns go off very hotly to the westward of the Isle of Wight, and have remained still more and more till this time, being now two of the clock, and doth yet remain, by which I conceive the fleets are engaged. I hear no certain particular account at present, only we see our Rear-Admiral standing for this port, having lost her main-mast, with three Flemish ships, but what they are I

know not at present, but so soon as I receive more full intelligence a more punctual account shall be given to your Honours by him that is

Your Honours' humble servant,

FRA. WILLOUGHBY.

Portsmouth, Feb. 19, 1652.

Postscript.—Since writing the above Captain Edwin, commander of the Oak, is now come on shore, who was in the engagement yesterday till two of the clock in the evening, they beginning at the breaking of the day, who, having his masts maimed and his guns dismounted, was forced to come away leaving them at night. The Assistance also, being Rear-Admiral of the Blue, having lost her main-mast, is come hither, but what other hurt she hath received is not as yet known. I cannot learn that any of our ships, except the Samson, are miscarried, which is also uncertain. They left off last night, but this morning began again. What hath been the event we know not, only Captain Edwin informs us that before he came away he saw six of the Dutch ships on fire.

F. WILLOUGHBY.

848. *Feb. 19*
March 1, 165²/₃.—CAPTAIN F. WILLOUGHBY
TO A.C.

[S.P. Dom. xxxiii. 68.]

Right Honourable,—Even now here arrived also the Advice frigate (Captain Day commander), who, having had five Dutch men-of-war on board her and being engaged with them, hath received much hurt. They have flung thirty dead men overboard, and have forty men more wounded, and she hath suffered much more damage in that engagement; but at last (through mercy), another of

our vessels coming up to her, three of them left her, the other two she sunk downright. One of them did carry thirty-six, the other thirty-four guns, of which ships' men there were but seven saved; the rest sunk down with them.

I should be glad to receive your Honours' order concerning such vessels as are now and shall come in so torn, and that we may have supplies suitable to the fitting them out to sea again.

Captain Bourne, in the Assistance, hath brought in eighty prisoners, whom I have sent for ashore, not conceiving it safe to have them remain on board, being so many, concerning whom I shall desire your Honours' order by the first; in the mean time I shall secure them.

I could wish some order were taken for the removal of some of our wounded men to some hospital, for they being so many and our town so full we are not capable of lodging them. The Advice left the fleet yesternight at twelve of the clock off the westward part of the Isle of Wight. This is all at present from

Your Honours' humble servant,

FRA. WILLOUGHBY.

Portsmouth, February 19th, 1652.

849. *Feb. 19,* 165 $\frac{2}{3}$.—*ORDERS OF C.O.S.*

[R.O., Interr. i. 30, p. 82.]

That the Council holds fit that such ships as are now ready, or can be made ready, be sent into the Channel with all speed, there to be employed in this present exigency.

That it be left to the Commissioners of the Admiralty to give such instructions for the ordering and managing of the ships so to be sent forth as

they shall judge for the service of the Commonwealth in this present juncture.

That the Commissioners of the Admiralty do confer with Major Bourne concerning the commanding the said ships, either by himself or other fit persons, and to give order therein accordingly.

That the person who shall command those ships shall have power on this present occasion to command any private man-of-war or merchant ships that shall be thought serviceable.

That the ship *Hare*, ketch, be forthwith discharged from any arrest or other restraint laid upon her by the Court of Admiralty, and that she go forth in her present service.

850. $\frac{\text{Feb. } 20}{\text{March } 2}$, 165 $\frac{2}{3}$.—ORDER OF C.O.S.

[R.O., Interr. i. 39, p. 84.]

Sunday, 20 February, 165 $\frac{2}{3}$.

That it be referred to the Commissioners of the Admiralty to speak with the Lord General concerning putting aboard the fleet 1,200 or 1,500 land soldiers upon the same terms which the other land soldiers were sent, and to give order therein accordingly.

851. $\frac{\text{Feb. } 20}{\text{March } 2}$, 165 $\frac{2}{3}$.—C.O.S. TO N.C.

[S.P. Dom. xxxiii. 71.]

Gentlemen,—The Council upon consideration had of the present state of affairs at sea, do find it necessary that the ships now preparing to go to sea, be ready to go forth by the 1st of March next at furthest, and, therefore, you are to use all diligence in the

speedy fitting them with all things accordingly, and especially that they may be well manned with good and able seamen. To which end you are to consider of the proclamation that was lately made, and the other powers given by the Council for the raising of seamen, and to put the same again in execution for the ends aforesaid if you shall find it necessary, and to use all other good ways and means which you shall judge conducive for the effecting this service; and in case you want the further assistance of the Council in the work you are forthwith to acquaint us with it, that order may be taken therein accordingly, and likewise to give unto us a frequent account of your proceedings.

Signed in the name and by order of the
Council of State appointed by authority
of Parliament,

JO. BRADSHAW, President.

Whitehall, 20th February, 1652.

852. *Feb. 20,* 165 $\frac{2}{3}$.—*MAJOR BOURNE TO A.C.*
March 2

[S.P. Dom. xlvii. 122.]

Right Honourable,—In obedience to your commands I came this morning to Gravesend and found Mr. Poortmans newly gone to Tilbury Hope to give orders to those ships, and do conceive there is little probability of their sailing from thence this day. When I came to Rochester I sent a messenger for Capt. Pett, but he is at London, and by Mr. Haward, the storekeeper, I heard that the Middleborough was gone down yesterday; but upon the road as I came I saw a ship at anchor in Queenborough water which I conclude to be she. I came hither this evening, where I remain by reason of a great distemper upon me, which threatens me as to what

I desire. I shall endeavour by God's favour to proceed to-morrow for Dover.

In the meantime I have sent a word to the Governor of Dover to desire him, in case any of the State's ships be thereabouts Dover, that he give them commands to set sail without further order if any opportunity present for service before I come thither.

And forasmuch as the coming down of the ships in the river is not certain, and there being so great a difference in their sailing and not one ship of any great value, I am bold to offer it to your Honours' consideration whether they may not be disposed otherwise than in a body, as shall seem most advantageous, for upon serious thoughts I do apprehend that, considering the smallness of the force of most of them, especially those who sail best, as also the ill quality of the merchant ships, it will be neither so secure nor so serviceable to have them joined ; but rather as occasion presents, to order the nimble vessels forth, who will have the greater advantage both to do service and also secure themselves, and that the other remain safe till the fleet appear. All which I humbly submit to your Honours, being very desirous to do what may be best for the advantage of your affairs, of which I hope your Honours are sensible, as also of my readiness to serve you. And if it shall seem good to you, to give me this latitude thus to order them as shall seem best to my apprehension, I may have the advantage to attend other commands at Dover and Deal, being upon the place where several things may present wherein I may be useful when the fleet shall come eastward, and in particular in gathering up seamen to recruit them after engagement.

I humbly beg your Honours' pleasure as to

what I have been bold to offer, as also that care may be taken for some more supply of topmasts, yards, and fishes at Dover or Downs. I presume upon a candid and favourable interpretation of what I have said, and shall wait your Honours' commands, which, so far as I may, I shall attend with all diligence, and endeavour to approve myself more willing than able to remain,

Right Honourable,

Your very obedient faithful servant,

N. BOURNE.

Canterbury, 20th Feb., 1652.

853. *Feb. 20*
March 2, 165 $\frac{2}{3}$.—*F. WILLOUGHBY TO N. BOURNE*

[S.P. Dom. xlvii. 124.]

Sir,—I suppose you have a more full relation of the event of our fleet's engagement than I am able to give you, only you may please to take notice that the Assistance, whereof your brother is commander, is come hither, being much torn, in which engagement Providence hath so ordered that your brother hath received some wound in his head, but I hope not mortal. I rest

Your assured loving friend,

FRA. WILLOUGHBY.

Portsmouth, 20th February, 1652.

854. *Feb. 20*
March 2, 165 $\frac{2}{3}$.—*A RELATION OF THE LATE
ENGAGEMENT*

[Printed. B.M. Press Mark E, 688, 86]

Whitehall, 20 Feb., 1652.

There came an account of the success of our first engaging with the Dutch fleet to this effect.

Upon Friday, 18 instant, as soon as day began to dawn, ours discovered the Holland fleet be-

tween Portland and the Isle of Wight, about seven leagues off Portland north and by west,¹ and the wind north-west, which consisted of about eighty sail men-of-war, besides the merchantmen, which were judged about 150, some say many more, they all having the wind of us.

But about eight a clock the same morning General Blake and General Deane, being both of them aboard the *Triumph*, engaged the enemy, the Dutch men-of-war bearing upon them, but the rest of our fleet endeavouring to follow, not above three or four of them could get up, because they were to leeward, so that the Generals with those few were constrained to bear the first brunt, holding play with no less than thirty of the Dutch men-of-war, whereof seven at a time kept upon the *Triumph*, and yet they continued till two o'clock in the afternoon, being much shattered in her sails, but so tight in her hull that she never so much as pumped for it.

It was ten a clock before any more of our fleet engaged, and then not above half our number came up, the whole amounting to about sixty sail; after this the dispute grew very hot, and so continued for the space of four or five hours, but afterwards the fight grew more moderate, holding play till night parted both parties.

In this action the Lord was pleased so to prosper us, that we lost but one ship called the *Samson*,² which was rendered unserviceable in the fight, and then, her men being taken out, she was sunk by her own captain, having first sunk the enemy which maimed her. She was a ship of 26 guns; her captain is wounded, his name is Captain Button. We had like to have lost the *Prosperous*,

¹ *I.e.* 'Portland being about seven leagues.'

² *Cf.* footnote 2 to No. 820.

commanded by Captain Barker, but she was retaken by Captain Vesey, commander of the *Merlin* frigate.

The *Advice* frigate was in hot service, having four sail of Dutch which lay aboard of her, yet she acquitted herself so well that she sunk one of their Rear-Admirals of 38 guns down by her side, and one ship more of 36 guns in the same manner, but her captain is dangerously wounded; his name is Captain John Day. There are wounded also his master and divers other officers; his lieutenant, boatswain, and corporal, with about thirty-five more, are slain, and about forty or fifty more wounded. The Dutch boarded her once, and had got possession of forecastle, but they were beaten out again; her hull, masts, and rigging are so shattered, and her company so much disabled by so sharp and disadvantageous a conflict, having coped with so many at once, that she was occasioned that night to make for Plymouth,¹ there to repair.

The loss on our side is of divers worthy and precious men; in the *Generals'* own ship the *Triumph*, which was so sharply engaged, there are between 80 and 100 killed and wounded, whereof four of note, viz., Captain Ball, the *Generals'* secretary Mr. Sparrow, with the master, whose name is Broadridge, and his mate. The two *Generals* were by an overruling Providence preserved, otherwise greatly endangered by a bar of iron, which wounded General Blake on the left thigh a little above the knee, but not dangerously, and tore two pieces of the coat and breeches of General Deane, all with the same shot.

In the *Vanguard* there was Captain Mildmay with about thirty more killed and wounded. In the *Fortune*² Captain Tatnel, in the *Prosperous*

¹ She actually went to Portsmouth, *cf.* No. 848.

² According to No. 839 the *Fortune* was to have been employed as a water-ship.

Captain Barker, Captain Kirby and Captain Deacons¹ are wounded.

As to the Dutch loss the exact and full particular is not yet known, but thus much is certain, we have taken one of their Vice-Admirals, a ship of 1,200 tons and 44 pieces of ordnance (six or eight brass), it being one of their prime ships.² This vessel was found to have 100 men slain in her, being delivered up to Captain Stokes, being much battered by the *Lion*, who would have bit hard before if she had had this captain in her, who is said to have been the bane of three of the Dutch men-of-war. The *Dragon* also played her part very lustily. There was sunk and burnt of the Dutch fleet in this encounter: one of their Vice-Admirals, one of their Rear-Admirals, and nine more of their men-of-war; seven or eight more so maimed that some of them were seen towed. What more may be is not yet known, but our men were plying towards the enemy five leagues off the Isle of Wight.

And on Saturday, 19 instant, our fleet began with two frigates to re-engage them about ten a clock in the morning, but left again for a while, till the main fleet came up, and then about one a clock the whole fleets were engaged, ours having that day the wind, the Dutch being before, and setting their merchantmen eastward of Dunnose six leagues all along the Channel.

The 18, at night there came to the fleet the *Diamond* from Portsmouth, two merchantmen from the Downs, with the *Sapphire*, Captain Hill, who informed that in all there were nineteen more coming from the Downs; the *Assistance*, the *Advice*, and

¹ Cf. Cal. S.P. Dom. 1653-1654, for letter from Monck to Admiralty Committee, recommending Capt. Geo. Dakins for compensation for wounds received in this battle. He seems (*ibid.* p. 504) to have commanded the *Worcester*.

² This must be the *Struisvogel*.

the Oak are come into Portsmouth, and some private men-of-war gone out thence.

From the Isle of Wight, 19 instant, also it is written that the same day, being Saturday, the two fleets were engaged again, within four leagues of the island plainly in view, that they began about twelve of the clock and spent some time upon firing at each other at a distance, but afterwards the fight growing hot, the sea being calm, and sea-room enough, it was conceived somewhat in all probability would be done to purpose; that ours pressed much after the enemy before they could engage; that they have placed their merchantmen in the van, who are observed to hasten eastward; that our ships were seen to come gallantly, except ten or twelve which could not sail so fast, but were likely to get in quickly, and that ours had the weather-gage of the enemy.

By another of the same date from the same island, it is written further thus, that on Friday's engagement about eight or nine of the Dutch vessels were observed to be burnt; that on Saturday both fleets in view of that island were engaged again; that they were about four leagues off in the trade-way; that some of our headmost ships began the engagement about twelve of the clock that day, which the Dutch endeavoured to avoid; that the Dutch fleet were of men-of-war and of merchantmen (as was guessed) near 300; that ours seemed about seventy, of which some were not fully come up; that the Dutch placed their merchantmen in the van, who appeared endeavouring to sail on eastward as far as they could, yet but slowly, the wind being very still; that their men-of-war engaged retreating and ours pressed on hard, being as fast as they could get up; that ours had gotten the weather-gage and the fight waxed very hot, even while this

letter was a-penning, and the season and place of the fight being considered, the event is like to be very considerable.

A list of the particulars of the loss on both sides :—

*Loss of the Dutch party
on Friday.*

1 Vice-Admiral ship
sunk.
1 Rear-Admiral ship
sunk.
9 more of their ships
sunk.
1 Vice-Admiral ship
taken.
100 men slain in the
Vice-Admiral.
Many hundreds of the
Dutch slain and
wounded in several
ships.
7 ships maimed so that
they were fain to tow
them.

*On Saturday and
Sunday.*

The rest of the Holland
fleet were taken, sunk,
and totally dispersed,

Loss of the English.

The Samson frigate
sunk.
The Prosperous taken,
but was after retaken.
Captain John Day
wounded.
The master of the Advice
wounded.
35 slain in the Advice
frigate.
40 and odd wounded in
the Advice.
The Advice frigate
boarded, but the Dutch
beaten off again.
The Advice frigate
come to Portsmouth
to be mended.
80 and odd killed and
wounded in the Tri-
umph.
Captain Ball slain.
Mr. Sparrow, secretary
to the Generals, slain.
Mr. Broadridge, master
of the Triumph, slain.
General Blake wounded
on the left thigh.
General Deane, coat and
breeches torn.

who in all were between four and five hundred sail.

Captain Mildmay slain.
30 killed and wounded
in the Vanguard.

Captain Tatnel, Captain
Barker, Captain Kirby,
and Captain Deakins¹
wounded.

Captain Lawson dead of
his wounds.²

855. *Feb. 20,*
March 2, 165²/₃.—*CAPTAIN F. WILLOUGHBY*
TO THE A.C.

[S.P. Dom. xxxiii. 72.]

Right Honourable,—Last night about twelve of the clock there went hence a messenger to your Honours who came from the fleet, since which we have received no further intelligence of the proceedings of the fleet, here having come in no ship but what formerly came in, which are the Assistance, Advice, and Oak, which upon survey taken are found to be so mightily torn that they are altogether disabled for doing further service till they come in and be repaired. Here also come in the road the Martin and Merlin, who are come to convoy in the Dutch Rear-Admiral taken by our fleet in this engagement, who is likewise so torn that she cannot possibly be refitted in less than three months' time; all her masts are so exceedingly shot that we cannot without much difficulty bring her in, but we shall use all care and diligence therein. On board of which ship, as also the Assistance and Advice, are many Dutch prisoners, some of them very

¹ Otherwise Deacons or Dakins.

² Inaccurate: cf. No. 872.

dangerously wounded, concerning whom I should be glad to receive your Honours' order whether it be your pleasure they should be released or secured till further order, here being no houses fit to entertain them.

Here are so great a number of wounded men already brought on shore from our own ships, and there being so many more to come that we are not capable of providing quarters and other accommodations for them, and therefore I should desire if there be any hospitals fit for their reception at London, that your Honours would order such of them as are able may be sent up by the waggon.

The Prosperous and Providence, merchant ships employed in the service, are since come into the road. The Prosperous hath very few, if any, of her own men on board except such as are wounded, but those that she took out of other ships to bring her hither, the enemy having had her in possession for some time, but afterwards was regained by the Martin.

The Providence is likewise very much shattered, and hath many of her men killed and wounded.

The Providence, Captain Pearce, went out yesterday, being recruited with thirty men from the Expedition. The Xth Whelp went out this morning. The Expedition now stays for men, which we hope to furnish her with to-morrow; the James hath been careened a week; the Andrew we shall finish to-morrow. They will soon be ready, only our great obstruction will be want of men, which these parts will not afford, and therefore could wish that order be taken for a speedy supply from London or elsewhere.

If it be your Honours' pleasure the Dutch prisoners should be detained, I would desire to

know what shall be allowed them a day and what course shall be taken for their cure. I rest

Your Honours' humble servant,

FRA. WILLOUGHBY.

Portsmouth, the 20th February, 1652.

856. *Feb. 20*, 165 $\frac{2}{3}$.—*J. POORTMANS TO THE A.C.*
March 2

[S.P. Dom. xlvii. 123.]

Right Honourable,—About three of the clock this morning I came hither in obedience to your Honours' commands, but could put nothing in execution till daylight, by reason I knew not where the ships lay nor how to get a boat at that hour, but so soon as it was day I procured a boat and first went on board the Magdalen, riding somewhat to the westward of Gravesend, where I found she wanted near twenty men of her number.

Next the Mayflower, riding to the eastward of Gravesend, who was well manned, where I delivered your Honours' warrant to the captain, who immediately put it in execution, and by this time is sailed as low as the Swinn.

In the Hope I found the John, Swan, Adventure merchant,¹ and John and Elizabeth; the three first were full manned, the latter wanted forty men of her number, unto the commander of which ships I delivered your Honours' commands in writing, except Captain Wyard, who I hear is at London and not yet come down. The others have promised to set sail early in the morning and hope to be in the Downs the same night, the wind blowing as it hath done this day.

For those ships wanting men I have, with the help of one Mr. Morris here, made a strict search

¹ Probably not the ship mentioned in No. 865.

into the town, where we made a shift to gather up twenty lusty seamen, which were divided some to the Magdalen, the rest to the John and Elizabeth.

The Weymouth and Hare pinks are not yet fallen down from Deptford hither, which I wonder at, but your Honours' renewed commands will remedy that.

To-morrow I intend to search the town again, and then gather up what seamen shall come from London the morning tide of ebb, which shall be put on board some of the ships then to set sail, and after they are gone return to London with an account of them. I humbly take leave and remain

Your Honours' most obedient and faithful servant,
JOHN POORTMANS.

Gravesend, 20th Febr., 1652.

857. *Feb. 20*
March 2 1652.—LETTER FROM ABOARD THE
MARTIN

[*Mercurius Politicus*, p. 2265. B.M. Press Mark E, 689, 9.]

From aboard the Martin, near Portsmouth,
February 20.

Upon the Lord's day our captain brought in the Rear-Admiral of the Hollanders, of 1,200 tons and 46 guns,¹ so far as St. Ellen's Point near Portsmouth, and we endeavour to get her into the harbour as soon as possibly we can. She is so miserably torn that we, and the captain of the Merlin, were forced to tow her all along. This frigate was in the fleet upon the first day's engagement, but received not very much hurt; only some few men were hurt, and some other damage we had which will be here recruited.

The enemy having taken the ship Prosperous,

¹ Apparently the *Struisvogel*.

one of our merchantmen of 44 guns, it pleased the Lord to order business so, that our captain retook her, and put forty of our own men into her ; she is now safe here in the harbour. Many prizes are taken.

858. *Feb. 21*
March 3, 165²/₃.—*A LETTER FROM ABOARD THE WATERHOUND*

[*Mercurius Politicus*, p. 2267. B.M. Press Mark E, 689, 9.]

Dover Road, Febr. 21.

On Friday the 18 instant, off Portland, we descried the Dutch fleet, which at first we counted to be 150 sail, but afterwards they proved more. The wind was at W.N.W. and we could not get it of them, which both in land and sea fights is a great advantage in regard of the smoke. General Blake being more weatherly than others, charged through them, and laid his foresail upon the mast and came off gallantly. The enemy's merchantmen kept at a distance ahead of their men-of-war a great way. They had but three fire-ships in their fleet, which they fired but did us no hurt. The fight continued till night parted us.

The next day, being Saturday, we made towards them again, and were forced to follow them upon the chase a good while before we could get up with their men-of-war, for they had carried a good sail in the night-time ; and among others that were brought by lee and destroyed was the Holland of Rotterdam,¹ a ship of 30 guns, which was set on fire by one sent of purpose, who brought away eleven of the prisoners ; but we have aboard this vessel fifty in all, among whom one is a lieutenant, who tells us their fleet consisted of eighty-two sail, men-of-war from 24 to 56 guns.

¹ *I.e.* the ship of Captain Hendrik de Munnick.

They had four Admirals, viz., Admiral Tromp, 66 guns ; Jan Evertsen, of Flushing, 46 guns ; De Ruyter, 40 ; and John Carbrancy,¹ of Amsterdam, 38 guns ; but many other ships there were of greater force, among whom the *Fuglestrays*,² of Amsterdam, was one, an East India ship of 1,200 tons and 46 guns, whereof some brass ; she had fifteen ports of a side on the lower tier. She was by order of the Generals conveyed for Portsmouth, having one hundred and odd dead men aboard of her : her few men which were left say they had very many wounded men, which were taken out of her. All this second day they continued fighting along the Channel, ours pressing on upon them ; and after we had brought some of their men-of-war by the lee, and burnt two of them, the night parted us. Here it is to be noted that this day many of our great ships could by no means get to fire upon them, though all the sail was made that might be to get up with them.

The next day, being the Lord's day, we engaged them again, and after a hot dispute they began to fire out of their stern ports and make away. Divers of their merchantmen fell into our hands, whereof one came into our possession, bound from Lisbon, and laden with salt, 116 chests of sugar, with oil and other commodities. The skipper tells us that she is 160 last, about 300 tons ; she has eleven pieces of ordnance. At evening we were as high as against Boulogne in France, and not far from the shore, the wind at N.N.W., which was bad for our fleet to get our own shore, who endeavoured it by halving upon a tack, viz., close upon a wind to get Dover Road ; but in regard many of our ships had their sails and

¹ There is no name at all corresponding to this in the list of Tromp's fleet given in Vol. III. pp. 224, 225.

² *I.e.* the *Struisvogel*.

rigging much shattered and torn, we were glad to come to an anchor.

In this ship we had four men slain outright, and six wounded, four of them very dangerously; most of which mischief was done to us by an Admiral of Zealand, who engaged us at half pistol-shot. The Dutch when they returned out of France made up their fleet in St. Martin's Road, one part from Bordeaux, and the rest from Nantes. They had also twenty sail of West Indiamen in their fleet.

The Dutch prisoners tell us their commanders were very secure and confident, insomuch that the day before the fight, when their men complained that they drank nothing but water, the captains told them that the next day they should drink good English beer, saying they would take our whole fleet. But now the Flemings say, if eighty-two men-of-war for a convoy be worsted there will be no going to sea. They set sail from St. Martin's Feb. 10, their style, and as we ordered the matter we could hardly have missed them, for we stretched the Channel over as far as the Isle of Alderney, and were close aboard Cape de Hague. I suppose our Vice-Admiral of the Blue, the Assistance,¹ got some harm, for the first day she left us and went for the Isle of Wight. On the Lord's day the President frigate (but I know not how it happened) carried all their masts by the board, but not by the enemy. Many hundred hogsheads of wine came along by the ships' sides, and we sailed through them, which were wines betwixt the decks, hoisted overboard to lighten their ships that they might sail the faster. We are now anchoring in Dover Road, intending to put our prisoners and wounded men ashore out of this ship.

¹ This evidently refers to J. Bourne, who was Rear-Admiral of the Blue.

859. *Feb. 21*
March 3, 165 $\frac{2}{2}$.—LETTER FROM THE COMMISSIONERS OF PRIZE-GOODS

[A Relation of the Late Engagement. B.M. Press
Mark E, 688, 8.]

Gentlemen,—These serve only to advise you of what we have heard concerning the action between our fleet and the Hollanders, who first engaged on Friday last about half seas over of the Isle of Wight, which continued all day and was a very hot dispute, but what the event of it was there is not any certainty yet come; only the general report of some that are arrived from thence, who can give no particulars, but say we have had the best of it, and conceive five of their men-of-war that day to be taken.

This day came on shore one Thomas Prynne sent in with a prize, who was one of the company of the Nightingale frigate, who were last Saturday in the fight of the Isle of Wight, who saith they engaged with the whole fleet of the Hollanders about noon and fought them the whole day, where one of the Hollanders' greatest ships was taken; night coming on they parted.

On Sunday morning our fleet had sight again of the Hollanders, and about nine of the clock engaged again with their whole fleet, which for an hour's time was very desperate; but at length the enemy bore up before the wind, with all the sail they could make, our fleet chasing them, so that they made a running fight; who making such great sail left their merchantmen astern of them, who began to straggle in a confused manner, some falling in amongst the thickest of our fleet, which, in regard of the pursuit of the Hollanders, were forced to sink some and fire the rest. By all that we can

gather, our fleet is yet in chase of them both to the eastward and southward ; the wind at present blows hard at north and north-east, so that those ships of the Hollanders that have escaped are not able to get home. There is in our road afar off the Fairfax, whereof Captain Lawson was commander, who was slain,¹ who hath taken the Vice-Admiral of Holland prize : by all that we have found together it is generally concluded a total dispersing of the Hollanders' fleet, who were between four and five hundred sail of men-of-war and merchantmen.

We hear not of the loss of any of our ships, only the ship Prosperous was boarded and taken by the Hollanders, but was immediately again retaken by one of our frigates.

There is already brought into the road three prizes, but we have no great accompt of them. One is laden with wine from Nantes, and the others with salt and brandy-wine. We have not else.

Yours ready to serve you,
J. C., N. F.

Dutch Prize Office, Dover, Feb. 21, 1652, at three
of the clock in the afternoon.

860. $\frac{\text{Feb. } 21}{\text{March } 3}$, 165 $\frac{2}{3}$ —*ORDER BY C.O.S.*

[S.P. Dom. Interr., xxxiii. 73, & I. 39, pp. 91, 93.]

At the Council of State at Whitehall. Upon the report made from the Commissioners of the Admiralty concerning the fitting forth to sea a small Dutch vessel lately taken and brought into Tenby : It is ordered that the said vessel be now called the

¹ This was not true : *cf.* No. 872.

Tenby, and that she be speedily fitted and set forth as a man-of-war, and that it be recommended to the Commissioners for the Admiralty to give order for the doing thereof.

That it be referred to the Committee for the Admiralty to consider how the laws of war for the regulating of the fleet may be published in all marine places, in such manner that the seamen may have sufficient notice thereof.

Upon a report made from the Commissioners for the Admiralty nominating to the Council Captain Peter Strong to be captain of the ship *George*, and John Littlejohn to be captain of the ship *Peter*, the Council do thereupon approve of the said captains to be commanders of the said ships, and do order that commissions be given unto them accordingly by the Generals of the fleet.

That the instructions now read for the Generals of the fleet be approved of.

861. *Feb. 21*
March 3 165²/₃.—A LETTER FROM ABOARD THE TRIUMPH

[*Mercurius Politicus*, p. 2261. B.M. Press Mark E, 689, 9.]

From aboard the *Triumph*, February 21.

Our God in whom we trust hath appeared graciously for and by His servants in defeating this very great fleet of the *Hollanders*, and worsting them in three encounters these three days together, and giving many of their men-of-war into our hands, destroying others, and driving away the rest into some corner where we cannot find them. Blessed be our God, who hath thus visited His people again and vouchsafed such a presence with them that their enemies have not been able to stand before them.

On the 16 instant, God having exceedingly favoured us in regard of the winds, our fleet was got up as high as Portland mid-channel, and being very thoughtful lest the enemy should or had passed us, two days afore we sought God, and the last day at even we asked God to tell us where they were, and the answer was made out of those words in the 2 Chron. xx. 16, which then was the chapter spoken out of; and no sooner did daylight dawn, but betwixt us and the shore we saw the enemy's fleet, towards whom ours made all the sail they could, and the enemy's not going from us, but egging towards ours, the fleets engaged suddenly, and with some disadvantage to ours, because the enemy having the wind, our sternmost ships could not get up to do any considerable service, which laid the brunt of this day's fight much upon the flag-ship the *Triumph*, and had much endangered the whole. But God helped us exceedingly, for though our men were half disabled through the ship, yet their courage was not abated that remained, nor could more be expected from men than God enabled them to do, which I believe our enemies both found and feel, for the next day they made their business to be gone away. We took the first day their three Rear-Admirals and one Vice-Admiral, three of them we sunk afterwards, the other now in Portsmouth, and about eight or ten sunk and burnt more the second and third day in a running posture. Ours came up at some turns, and did some execution upon the enemy very considerable, for we gleaned up several of their [men of war]¹ and merchant ships above forty; many of ours boarded and carried within sight of Tromp, yet durst not they stay to fetch them off. Captain Lawson took a lusty great ship by boarding, but it

¹ Words missing in MS.

was with some loss ; Captain Martin ¹ did the same by another, and Captain Graves ² the same by another ; so that we have gotten some of their ships, and our enemies will find that they have lost many. We have lost several captains, men of great valour and virtue, with five or six masters of the first rank for fidelity and ability, besides many precious men in the fleet, but not a ship, save one that we sank ourselves. Our Generals behaved themselves with a great deal of gallantry. G[eneral] Blake hath received a wound in his thigh, which I hope will do well ; he would scarce go down to have it dressed, nor was he out of his place all the time of service. Throughout the whole conflict every day we might see the Lord's right hand stretched out. It was that, and not our skill or valour, or strength of shipping, that gave us the victory.

862. $\frac{\text{Feb. } 21}{\text{March } 3}$, 165 $\frac{2}{3}$.—*NEWS OF THE FLEET*

[*Mercurius Politicus*, pp. 2255–2257. B.M. Press Mark E, 688, 10.]

From Dover, February 21, at 4 in the morning.

Our fleet have beaten the Dutch fleet, sunk and fired eleven sail, and taken their Vice-Admiral, with five ships more of force, of about 40 guns apiece, and are in pursuit of the rest.

Our Vice-Admiral of the Red, with seven sail more, are in pursuit of the merchantmen eastward. This morning we expect them off Dover. They were on the Lord's day, about one a clock, seen off Beachy and Fairlight, making what sail they could to get ahead of their merchantmen. There are four sail of Dutch men-of-war brought into the Isle of Wight

¹ Of the Diamond.

² Of the President.

by two of our frigates. The ships in the Downs are hastening to sail.

From Deal Castle, Feb. 21, 12 o'clock noon.

Yesterday there were divers ships, to the number of six or seven, that went by here at several times towards Holland, which we suppose were Hollanders. They had topgallant-sails, stay-sails, and all that might be to make haste.

These foregoing avisos with the two first accounts, dated at Whitehall, were published on Wednesday, Feb. 23, but not so exactly as they might have been. For that paper makes the Dutch to have been between 4 and 500 sail; besides there is an imperfect list printed at the latter end of it, which omits to mention Captain Chessons being slain, and relates Captain Tatnel and Captain Barker to be wounded only, whereas the account (as it was brought) saith they are slain. Other errors there are, but the reader may correct that relation, both as to the number of the Dutch and other particulars, by what he finds here.

From Dover Castle, February 21, 8 at night.

Here are divers prizes brought into the road, which our fleet have taken from the enemy, only one man-of-war, the rest being merchantmen. Those that came in them are all very various in their reports concerning our fleet; only in this they all agree, that both fleets were yesterday engaged between Beachy and the French coast, and that ours were in pursuit of them till night, since which time I cannot hear of them. It is feared many may have escaped home.

The Vice-Admiral of the Red¹ hath lain at anchor on this side of the Ness all this day, and

¹ *I.e.* Lawson.

is this evening come into this road, but the tide falling ill, I could not send aboard to receive any account from her, but a vessel which came by her this day informs me that her captain is slain.

Postscript.—Whilst I was writing of this, a clerk of the cheque belonging to the Advantage frigate came ashore and tells me that last night they lost our fleet, supposing them to be gone eastward in pursuit of the enemy, who steered their course that way; and coming near Calais they found Van Tromp, with about thirty or forty men-of-war, so that they were like to have been surprised by them, they supposing them to be our own fleet. But perceiving them to be the enemy, they steered their course this way again. As for our own fleet, we cannot yet tell where they are. As further intelligence comes it shall be sent away.

From Dover, Feb. 21, 9 at night.

The Dutch have quitted their merchantmen, and it is supposed that Tromp, with thirty or forty men-of-war, is gone home. Nine or ten Dutch prizes (one being a man-of-war betwixt 30 and 40 guns) are sent in by the Ruby. Both fleets engaged on Sunday till it was dark.

Monday afternoon were seen toward the French shore about thirty-five men-of-war, nine flags amongst them. It is conceived that our men-of-war were pursuing their merchantmen towards St. Valerico and other coasts towards Boulogne.

863. $\frac{\text{Feb. 21}}{\text{March 3}}$.—*LIST OF PRIZES BROUGHT IN TO DOVER PIER*¹[*Mercurius Politicus*, p. 2275. B.M. Press Mark E, 689, 9.]

February 21.

Prizes brought in to Dover Pier, February 21.

The Abigail of Embden, Reynder Syricks master, burthen 120 tons; laden with wine, brandy-wine and vinegar, from Nantes, bound for Embden.

Item, the Star of Hoorn, Simon Cornelissen master; laden with wine from Nantes, bound for Amsterdam.

Item, the Black Elephant of Flushing, Cornelius Tobiesen master; laden with salt from St. Martins, and bound for Flushing, 200 tons.

Item, the Nantes of Rotterdam, bound with wines from Nantes: no Dutchman found aboard her at her coming in; Peter Johnson master.

Item, the Golden Cock of Medemblick, John Lizatie commander, burthen 300 tons; 36 guns, whereof 2 brass, taken by the Ruby and Diamond.

Item, the Peacock, laden with wines, burthen 150 tons; no Dutchmen brought in with her.

864. $\frac{\text{Feb. 21}}{\text{March 3}}$, 165 $\frac{2}{3}$.—*N.C. TO A.C.*

[S.P. Dom. xlvii. 130.]

Right Honourable,—We have taken into serious consideration the necessity of setting forth the twenty ships required by your Honours with the most expedition, wherein (God willing) no time shall be lost on our parts, but we fear our greatest

¹ This should be compared with No. 885 and with the list given in G. Penn (I. pp. 479-480).

obstruction will be the want of seamen. To remove which we are putting in execution the Council of State's commands, brought unto us this morning (vizt.), to write to the justices of peace in adjacent counties, as formerly, and to Watermen's Hall, to press and send down speedily 500 watermen. Unto which if your Honours please to add your letters, to be sent to the Vice-Admirals and the magistrates of the several port towns to send what numbers they can, and by such a day, such a number to Portsmouth from the nearest ports thereunto, and the rest to London, Deptford, and Chatham, the number to be put on board the ships first to be set forth being 3,250. We hope this course, with what we shall do besides with our press master hereabouts, will furnish these first ships.

The ship bound to Portsmouth with the masts and other stores, together with two or three hoys with more provisions from Chatham for the same place, will be ready to set sail on Wednesday next, and will want a good convoy as times now are.

Our instrument at Bristol writes to us that the *Fortune*, Dutch prize, wants officers, which may hinder her setting forth ; and the taking in of victual and provisions we pray your order therein, the ship being ready and commended by him for a good man-of-war. All which we leave to your grave wisdoms' Resting

At your Honours' command,

E. HOPKINS,
THO. SMITH,
ROB. THOMSON.

Navy Office, 21 Febr., 1652.

865. *Feb. 21*
March 3 165²/₃.—*A LETTER FROM THE EAGLE*

[Printed : B.M. Press Mark E, 688, 4.]

A Letter sent to the Council of State touching the late fight between the English and Dutch near Portland Road on Friday and Saturday last.

Right Honourable,—On Friday last, about five of the clock in the morning, our Generals resolved to fight the enemy ; and, after seeking the Lord for a blessing in this great work, we engaged their whole fleet, consisting of about eighty sail, who were convoying near upon 300 merchants homewards. We were not above sixty sail, yet disputed it till seven of the clock in the evening, great execution being done on both sides, as appears by the inclosed narrative and list.

The sable night ending the dispute, both fleets lay near each other with their lights forth ; and on Saturday morning the fight began again, which was with great gallantry maintained by General Blake with his own squadron, viz. :

The Triumph,	The Nonsuch,
The Speaker, ¹	The Tiger,
The Fairfax,	The Angel,
The Adventure,	The Pelican,
The Assurance, ²	The Convertine, ²
The Success, ²	The Rainbow, ³
The Discovery,	The Diamond, ⁴
The Expedition, ²	The James, ⁵
The Fore-sight,	The Lion,

¹ Penn's flagship, belonged to the Blue Squadron.

² According to No. 817, this ship belonged to Penn's squadron.

³ Flagship of Peacock, Vice-Admiral of the White.

⁴ Flagship of Martin, Rear-Admiral of the White.

⁵ Not at sea at this time : *Cf.* No. 843.

The Providence,	The Nicodemus,
The Satisfaction,	The Amity,
The Roebuck,	The President,
The Old Warwick,	The Signet, ¹
The Ruth,	The Entrance. ²

All which bare up to the enemy with so gallant a spirit of resolution that (by the assistance of General Monck with the Vanguard and others) before three of the clock on Friday we had taken, sunk, and fired fifteen sail, whereof one is their Vice-Admiral, a stout ship of 60 guns ; another, their Rear-Admiral, a gallant ship, and fought bravely—indeed, so they did all. But General Blake, having got the windward of him, charged with such an irresistible and magnanimous spirit that Tromp endeavoured to decline engagement, which his Excellency perceiving immediately pursued ; so that a third and fourth conflict happened, during which disputes the famous Triumph (to the perpetual eternising of the General's fame be it spoken) received near upon 700 shots, wherein was slain that noble and approved soldier, Captain Ball, with some others, besides many wounded. Amongst the rest the General himself received a wound upon the thigh by an unhappy splinter (but it is hoped not dangerous), which splinter took away part of General Deane's breeches, but not any part of his body at the least hurt. In this fight Captain Mildmay and Captain Barker deported themselves with singular dexterity and courage, but at last received their mortal wounds, together with our Secretary,³ whose deaths are much lamented. Both our Rear-Admirals have lost their mainmasts, but are got safe into Portsmouth. We have also lost

¹ *I.e.* Cygnet. Cf. No. 821.

² The Happy Entrance.

³ Drue Sparrow.

the *Sampson*, which was so extremely rent and torn that she was even almost full of water, until which time the soldiers and mariners resolved not to desert her, but at last were forced to escape in boats.

The enemy's loss is far greater, for we have sunk, fired, and taken about nineteen, and are now in pursuit of them towards their own coast.

Their merchantmen are conceived to have laid up towards the coast of France all the time of the engagement; and we doubt not but to give a very good account of this memorable expedition very suddenly.

Vice-Admiral Penn endeavoured to come seasonably to our assistance with fourteen sail from the Downs, but was prevented by cross winds, yet it pleased God he came timely to the pursuit.¹ We are now in a gallant condition, since the Lord was pleased to crown the endeavours of our fleet with happy success, for which we desire to magnify His great and glorious Name.

Aboard the *Eagle*, Feb. 21. 2 in the morning.

866. *Feb. 22*
March 4, 165 $\frac{2}{3}$.—ORDERS OF C.O.S.

[S.P. Dom., Interr. xxxiii. 82.]

At the Council of State, Whitehall.

Ordered,—That the petition of Elizabeth Alkin² be recommended to the Commissioners for the Admiralty to do therein what is desired by the petitioner.

E JO. THURLOE,
Clerk of the Council.

¹ This statement is not true.

² Cf. No. 869.

867. *Feb. 22*
March 4, 165 $\frac{2}{3}$.—H. HATSELL TO R. BLACKBORNE
[S.P. Dom. xlvii. 135.]

Sir,—Yours of the 19th with that of the 20th by the express. I have received, with the particulars of the late engagement with the Dutch, in which I see the goodness of the Lord appearing for us, and who, I trust, will yet more eminently magnify His mercy to us. I am saddened to read so many good men taken off, who accounted not their lives too dear for the cause they undertook, but here is my comfort, the Lord will not want instruments to carry on a work wherein His own glory and His people's good stands concerned, and I shall hasten to fit the Marmaduke and Sampson, but shall stand in need for men, for the latter of which I shall endeavour to procure to the utmost of my power; but, indeed, your expectation and others fail concerning the number of men expected from the Vice-Admirals of Devon and Cornwall, the former of which never procured one, the latter about fifteen or sixteen, and about the like number from the Mayor of Dartmouth, and the same from the Mayor of Plymouth, and about seven or eight from Barnstaple, most of all which I put aboard the frigates that went for the Isle of Wight, and some for the Sampson. I shall for a further supply write to the Mayor of Dartmouth this night, and will do what I can here with the Mayor myself, and shall again quicken the Vice-Admiral of Cornwall, and will also write for Barnstaple to the Mayor there, and also to Bideford, and do hope in short time to get men for the Sampson. I have communicated what you sent me to your brother and Mr. Skelly, who desires to be remembered to you, which is all at present from your real friend to serve you,

HENR. HATSELL.

Plymouth, the 22 February, 1652.

868. *Feb. 22,* 165²/₃.—*ORDERS OF C.O.S.*

[*R.O.*, *Interr.* i. 39, pp. 94, 97, & xxxiii. 84.]

That the letter from the collectors for prize goods from Dover, dated the 21st instant, as also the narrative of the late fight with the Dutch, be humbly presented to the Parliament by Sir Henry Vane.

That Sir Henry Vane do humbly acquaint the Parliament with the intelligence come concerning the late engagement with the Dutch.

That Sir Henry Vane do humbly move the Parliament to take into consideration the families of such as have been slain in the engagement with the Dutch, some whereof are known, and further particulars are expected every hour.

That a letter be written to Mr. Willoughby at Portsmouth to desire him to take especial care that nothing may be wanting unto the sick and wounded men which shall be brought in thither, and also of the prisoners, and to give them a reasonable allowance for their subsistence.

That it be recommended to the Commissioners for the Admiralty to take care that physicians and chirurgeons be forthwith dispatched to Dover and Portsmouth to take care of the sick and wounded men there.

Ex Jo. THURLOE, Clerk of the Council.

869. *Feb. 22,* 165²/₃.—*PETITION OF ELIZABETH ALKIN*

[*S.P. Dom.* xxxiii. 81.]

To the Right Honourable the Council of State.

The humble petition of Elizabeth Alkin, alias Joan, sheweth.

That your petitioner hath evermore been faithful and serviceable to the State upon all occasions in

these late wars,¹ in which she day and night hazarded her life, and was from time to time a great help to the distressed, imprisoned, and maimed soldiers by relieving them.

That she, being still desirous to continue her best endeavours amongst them,

Your Petitioner humbly beseecheth your Honours to be pleased to appoint her to be one of the nurses for the maimed seamen at Dover.

And she shall ever pray, &c.

22 Feb., 1652.

Recommended to the Admiralty Commissioners to do what is desired.

870. *Feb. 22*—*R. LILBURNE TO C.O.S.*
March 4

[S.P. Dom. xxxiii. 85.]

Right Honourable,—In regard I had no sooner an answer to my former concerning masts and tar, I thought you would not have entered upon that work this year, and I doubt by reason thereof some time is already lost as to the season for making of tar, and this made me more silent and less inquisitive after this business than I should have been; but upon receipt of yours whereby I understand your resolution to proceed, I thought it best, before I imparted much more to Mr. Sandiland, first to put him upon a contract with the Lord Tullibardine, who hath one of the greatest shares in each of those woods mentioned, together with the Lord Cottington,

¹ The 'late wars' must be the Civil War, as otherwise there would be no imprisoned soldiers in England. Of these earlier services no record has reached us. If she worked amongst Parliamentary prisoners taken by the Royalists, the title of 'Parliament Joan' is more intelligible.

Captain Mason's widow, and one Brown's widow that lives near Royston, whose titles may be had at very easy rates, if Tullibardine can be gained, which I am pretty confident may be at a very easy rate, I think not above 300*l.* or 400*l.* for that which may be worth some thousands if this work prove effectual and be rightly managed.

You will perceive by this enclosed that discouraging of this business in these parts heightens the thoughts of those men that have any interest in those woods, yet I doubt not but we shall handle the matter so (if Colonel Ross be but handsomely dealt withall, whose woods indeed I think are most considerable as for masts), that we may have all the rest at easy rates.

I thought meet to send you the enclosed that you might see what hopes there are of doing something considerable, but the great work will be to secure our men and to victual them, for those wild parts afford but poor accommodation, to have such men upon the head of the business as do rightly understand how to manage it, but I hope with a little industry, if we can but meet with the latter, the former may more easily be done but with charges, yet I hope within that which those commodities do cost you in another way.

Upon Mr. Sandiland's return from my Lord Tullibardine, he being a very ingenious man, I send him northward with instructions to Lieut-Col. Blount, to whom (yet rather unto Major Bird, because he will be at more liberty and is Sheriff of Ross) it will be best to return that 200*l.* to be issued out by him as directed.

I could wish some quantity of biscuit and cheese and a proportion of axes and such materials as are necessary for that work to be sent by that ship appointed for Tarbartness.

I conceive that which Colonel Ross hath told you is pretty true, and to begin there having his interest, being the chief of a great clan and the Laird of Foulis, who is the chief of the Monroes, and very faithful to us, and High Sheriff of that County, may much further our business there and gain us accommodation, for I am much afraid our men will hardly be able to live there until May.

By the next you will receive a further account from your most humble servant,

RT. LILBURNE.

Dalkeith, 22 February, 1652.

I intended to send thirty pioneers forthwith towards Ballangowne Wood. I formerly wrote to your Honours concerning the Falcon frigate to which I entreat an answer, for she would be very useful in any friend's hands in these parts or in your own if fitted. Since this was written I met with a paper that tells me, 1,500 Highlanders with Sir Geo. Monroe, Glengary, and the Chancellor, are got into a body towards the North, which news (if it prove true) I doubt will interrupt our other business. If you send the ship you mention I think it would be best to send it first to Cromarty, where we have a garrison and that is near unto Tarbartness.

871. *Feb. 22*
March 4, 165 $\frac{2}{3}$.—ORDER BY A.C.

[S.P. Dom. xxxiii. 86.]

By the Council for the Navy and Admiralty.

Ordered,—That it be referred to the Commissioners for the Navy to consider what is fit to be done for making of speedy provision for the relief and accommodation of such sick and wounded men as are already sent on shore to Portsmouth, or which are or shall be brought to Deal, Dover, or other

places from the fleet, either by sending down physicians and surgeons to the places aforesaid, or by such other ways and means as shall be most advisable for the carrying on of this service, and to present their opinions thereupon this afternoon unto us, some of their number then to be present; and Mr. Langley is desired to consider, with the Commissioners of the Navy, how the same may be put immediately in execution.

R. BLACKBORNE, Sec.

872. *Feb. 22*
March 4 165 $\frac{2}{3}$.—*NEWS OF THE FLEET*

[*Mercurius Politicus*, pp. 2257–2259. B.M. Press
Mark E, 688, 10.]

Another from Dover, Feb. 22, affirms the Sunday fight continued till night, the Admirals firing at each other. The next day thirty-three Dutch men-of-war were seen near Calais; it is believed that many of the merchantmen are taken, and that the Dutch fleet got away on Sunday night.

Another letter from the Corporation of Dover, dated Feb. 22, saith, That since our fleet's engagement off of Portland, several prizes and many prisoners have been brought into this river.

From another good hand of the fleet to a person of honour, it is thus certified by letters, dated the 20 of this instant, &c. As touching this day's appearance of God for us, and with us, it hath been very glorious, and hath given a great shake to the pride and insolency of our enemies, who certainly are very dexterous and able in their way, but God goes beyond them. It may be that we did the less, that God might appear to have done all. For if ever the constellations of heaven might be said to fight for men, it was now manifest for England

in carrying them out by a wind that kept back your enemies, who had otherwise got in before yours had been out ; and giving your fleet such a gallant run in the Channel ; and such wind and weather, as is not usual in this season of the year so long together. This day betimes in the morning, the nimble frigates followed their chase, but were able to do little, while the greater (which had been in sharp storms before) came up. And truly God did make a breach in and upon them, and delivered to the number of six or seven men-of-war and twenty or thirty merchantmen into our hands, and many more the fleet could not stand to glean up, but left them, rather than struggle and lose the pursuit of the standing body, &c.

From the Fleet itself then near the Isle of Wight.
February 22, it is thus certified.

That the Dutch fleet when ours first met with it were eighty men-of-war and 200 merchantmen ; upon the 18 they came up and had the wind of us two leagues, and as soon as they could bring their men-of-war together, the Admiral and his whole fleet came down upon us and we were not near half our fleet together, the rest astern and much to leeward ; by reason of which we were engaged very long before the rest could come to our relief. We fought this whole day, until the evening parted us ; we kept sight of them that night, and the next morning we came up with him again (the wind being westward), they steering up the Channel homewards, and continued fighting until the dark night parted us. We kept fair by them all the night, and the next morning we began with them again, and pressed so hard upon them that divers of their ships, both men-of-war and merchantmen, began to fly from

their body towards the coast of France, insomuch that in the evening they had not above thirty-five men-of-war left, and one hundred merchant ships.

We were in the wind of them over against Blacknesse¹ in France, and had made an interposition between home and them if it had been but two or three hours longer to-night, and so probably, by the blessing of God, put all their merchant-ships on shore, and defeated their men-of-war, who must have been necessitated to have made their way through our fleet in the wind of them ; which their Admiral perceiving a little before it was dark, the wind being north-west, bore directly in for the French shore, so near that we durst not follow them, it being nigh a lee-shore, and most of the great ships had their masts, yards, and sails in such a condition as they were ready to fall down every hour.

We thought it the best way to come to an anchor, the tide being the leewardly, and the Dutch fleet between the French shore and us at anchor.

Also, as we suppose, this night they stole away from us, notwithstanding our pilots and seamen best acquainted with the coast said, that as the wind was they could not weather the French shore to get home ; and for us, in the condition we were in, it was not possible for us to have done it ; or, if we had been in a better condition, it being night, not without extreme hazard to your whole fleet.

We have destroyed about seventeen of their men-of-war, and have not lost any one ship, only one that was so torn that it was not fit to keep the seas, and therefore we took out the men and sunk her.

It is to be desired and humbly to be prayed for, that the Lord would sanctify this mercy, that He only may have the glory of all, and that the best improvement may be made of it for the good of the

¹ *I.e.* Gris-Nez.

nation, and all those who are concerned in the honour, interest, and welfare of the same.

From several good hands from Dover, it is certified as followeth :—

Dover, 22 February, past nine at night. One sent from hence to discover the motion of the Dutch fleet, returns and says, he was so nigh them, as that he raised their hulls, and discovered their flags and their number to be thirty-five sail, which rode at anchor a little to the eastward of Calais.

This evening the Fairfax came into this road. Captain Lawson, the commander of her, is well in his person, but hath lost and wounded about 100 of his company ; his mast much wounded, and the ship very much shattered. He brought a prize with him, which is coming up towards this road, a stout ship of 38 guns, which he took on Saturday in the evening. She will be a good man-of-war. There are also some prizes laden with wine, salt, &c. The Dutch fleet near Calais have been a little wind bound. But the wind being still this evening they will be able to tide it homeward, but in a miserable tattered condition, as their own men confess. Here are divers prisoners come ashore, most of them officers. All the men-of-war who are taken are much dyed with blood, their masts and tackle being moiled with brains, hair, pieces of skulls ; dreadful sights, though glorious, as being a signal token of the Lord's goodness to this nation.

You have here the sum of all that is come to hand from the fleet itself, or from others concerning the late engagement, every parcel of intelligence being set down as it came ; and if there be anything defective in the former, it must be corrected by the three last, which are the most authentic. A more exact account must be left to time and another opportunity.

873. *Feb. 22*
March 4, 165 $\frac{2}{3}$.—*MAJOR N. BOURNE TO A.C.*

[S.P. Dom. xxxiii. 89.]

Right Honourable,—Since my last to you this morning I can gather no certain intelligence where our fleet is, but conjecture they are gone for the Isle of Wight, and I hope your Honours have account thereof before this. How they have had the winds I know not, but we have had them at north most commonly these two days, and a fresh gale this morning. I sent a frigate over towards the French shore to discover the motion of the Dutch fleet; who returned even now, and declares that he was so nigh them as he raised their hulls, and discovered two flags, and their number to be thirty-four sail, which rode at anchor a little to the eastward of Calais.

This evening the Fairfax came into this road. I sent off a boat to them immediately, with a letter to gain what intelligence I could, and I received a return from Captain Lawson, who is well in his person, but hath lost and wounded about 100 of his company, his masts much wounded, and the ship very much shattered, so as he hath written to me to advise him whether he shall come up into the river or sail for Portsmouth, forasmuch as there is a necessity of his coming in to some harbour to repair her. I have thought upon it, and do conceive it most conducive to your service that he come up the river for Chatham, the rather because I suppose there will be work enough of this kind at Portsmouth, and his masts being utterly unserviceable; but I only offer this as my particular opinion, not having determined the same. I shall crave your Honours' order concerning the same, as also concerning his prize, which is coming up towards this road,

a ship of 38 guns, which he took on Saturday, in the evening. There are also some prizes laden with salt and wine, and I have no order concerning the same; but forasmuch as divers are lame, and others not very great, I thought it most convenient to order three or four into this pier, as also the Holland man-of-war, of which I gave your Honours account yesterday, for this morning I sent a knowing man on board to survey her, and finding her masts utterly spoiled, and the ship leaky and torn, I thought it best to secure her here. She will be a good man-of-war if your Honours please to give order for her fitting forth.

Here is come into the Downs this day Captain Greene¹ and Captain Cole,² and no more out of the river; and as the present state of your affairs is, I know not to what use to put them, they being not fit for scouting work.

I shall be bold to trouble you as anything of import presents in the interim, and attend to anything whereby your service may be advanced, and beg your Honours' order in reference to the premises, and so crave leave to subscribe myself, Right Honourable,

Your faithful servant,

N. BOURNE.

Dover, 22nd February, 1652, past 9 night.

874. $\frac{\text{Feb. } 22}{\text{March } 4}$, 165 $\frac{2}{3}$.—*J. PITSON TO COLONEL WHETHAM*

[S.P. Dom. xxxiii. 90.]

Sir,—Our fleet is come part in our sight in St. Helen's road, and the rest at hand, but I suppose you have a more particular account of the fight, and

¹ Of the John and Elizabeth; cf. Nos. 835 and 890.

² Of the John; cf. Nos. 835, 836 and 883.

condition of both than I can give, for we have nothing as yet but by Captain Graves, who is come in a prize ; he came off from the fleet on the Lord's day, toward night, and can give no great account but that the fight continued until the Lord's day, at night, which was the hottest fight of all. It seems by him that our damage is great, both in our ships and loss of men, but he is confident that theirs must be treble to ours, but cannot particularise any of either side, he knows of no ship of ours lost or sunk more than the Samson ; our fleet left them off Fairlight,¹ bearing towards the French shore, which we have not to friend as they, and by reason of the wind, and the condition of our ships, were forced to leave them. It seems they gained way every night, whereby (though our frigates could reach them again, yet) our great ships could hardly come up. He saith that our great ships are very much shaken by the Friday's fight, when they had the windward and we being to leeward ; if God would have suffered them, they might have spoiled our fleet if they had fallen in upon us, whereas they did but come up and fire, and bear off.

We are somewhat full of wounded men, both here and at Gosport ; all the surgeons that can be found out have their hands full, and I suppose they are likely to have more, but I hope the gentlemen upon the Commissioners' motion will dispose some to Hampton² and other places ; we have also prisoners more than we can get houseroom convenient for.

Sir, I have not more considerable, therefore shall take leave, and remain

Your humble servant,

JOHN PITSON.

Portsmouth, 22nd February, 1652.

¹ Fairlee MSS.

² *I.e.* Southampton.

875. *Feb. 22*, 165 $\frac{2}{3}$.—CAPTAIN F. WILLOUGHBY
TO A.C.

[R.O. xxxiii. 88.]

Right Honourable,—On Sabbath day last most of our fleet engaged the Dutch again, who, after some hot dispute, bearing all the sail they could, stood over for the coast of France, our fleet giving them chase ; but the wind veering northerly they could not effect what they desired, who since are come into St. Ellen's road, intending to come in hither, their ships being in general very much torn and maimed, especially in their masts, sails and rigging. A more particular account than what I am able to give (I hope before this time) is come to your Honours' hands ; only this, Capt. Graves, in the President frigate, hath taken a Dutch man-of-war of about 500 tons and 30 guns and brought her hither, concerning which, as also the Rear-Admiral formerly sent in, I would desire to know your Honours' pleasure, whether they shall be fitted out to sea.

I suppose your Honours cannot be insensible of the great want of masts and cordage we shall stand in for the present furnishing of our fleet, which I would desire may be taken into consideration, and that order may be taken for a speedy supply to be sent in proportion to the expenses like to be, without which we shall not be in a capacity of doing anything in point of refitting them.

Captain Bourne presents his humble service to your Honours desiring an excuse for not writing, he having received a wound in his head, which I fear is somewhat dangerous, by which he is made incapable of writing.

I would intreat your Honours for the settling of the Office of Ordnance here, for their instruments,

for want of money to carry and end their business are at a great loss and the service suffers exceedingly, ships when they are ready to sail being forced to stay for carriages, beds, and coyns to my very great grief, workmen refusing to work because they are under such arrears and know not when they shall be paid ; I hope your Honours are mindful of recruiting our stores with powder, they being quite drained at present.

The work of the navy increasing here daily, I make bold to continue my humble suit for a Master of Attendance. A certificate was drawn by the Commissioners of the Navy at London to inform your Honours of the great necessity and usefulness of one, who pitched upon a person whom they recommended. I would humbly desire that he or some other may be hastened down in this time of exigency and greatness of business.

We have every day divers Dutch prisoners brought on shore, many well and several wounded ; and the whole fleet lying here we must expect more, by reason of which we have no place convenient to entertain them, and therefore I would desire order for their removal to some place in respect of our great ships lying here, and what mischief some desperate fellows may do, we know not ; not having else at present to trouble your Honours with but presentation of humble service, I rest

Your Honours' humble servant,

FRA. WILLOUGHBY.

Portsmouth, February 22, 1652.

876. ^{Feb. 22}_{March 9}, 1653.—*THE COUNCIL OF THE
ADMIRALTY IN ZEALAND TO THE STATES
GENERAL*

[Archives of the Hague. Translated.]

It is approved from many ships coming from the west yesterday out of the fleet of Lieut.-Admiral Tromp that the fleets of this State and the English met on Friday last, and on that and the following two days they fought fiercely with one another, yet at last (as is said by all) the result was disadvantageous to this State, [its fleet] being brought sufficiently to the defensive, and with the wind at the N. and N.W. it was compelled to betake itself into the Bay of the Somme, and there finally it was under the high land of Etaples. It was followed by the English, and at the last few shots were fired by our fleet, presumably from want of powder and shot. We have at once given orders that by the few men-of-war at hand here as much powder and shot as possible shall be sent at once, together with soldiers and as many boatmen as can be got.

Herewith, &c.,

MOAN DER STRAETEN.

With haste at Middelburg, ^{Feb. 22}_{March 9}, 1653, at 10 o'clock the forenoon.

Your States' obedient servants, the Deputed
Councillors of the Admiralty in Zealand.
By their ordinance.

J. STEENGRACHT.

877. *Feb. 22*, 165 $\frac{2}{3}$.—*TROMP TO S. G.*
Mar. 4

[Archives of the Hague. Translated.]

High and Mighty Lords,—The encounter and skirmishes in which we have been engaged for three days commenced on February $\frac{1}{2}$ $\frac{8}{8}$, at nine o'clock in the morning, and lasted until sundown on $\frac{\text{February } 20}{\text{March } 2}$, ceasing as night came on, from about the longitude of Portland to off Gris Nez or Boulogne, against sixty-nine or seventy Parliament ships and frigates, the majority of them being large vessels; we having seventy ships of war and about 150 merchantmen. I cannot send your H.M. a full report, because most of the captains have only had time to come on board once for a minute on $\frac{\text{February } 20}{\text{March } 2}$; they reported that the squadron under Commodore de Ruijter, which had been attacked by the enemy in the rear,¹ had taken some of the enemy's ships, and also that some of ours had been taken and sunk by them, as is more particularly set forth in the accompanying statement. As regards our fight, in which with Rear-Admiral Pieter Florissen we attacked the enemy in the van, where Admiral Blake and the largest ships were, with Vice-Admiral Jan Evertsen in the centre, not one ship was either taken or sunk on either side, though the fighting was sharp. On the first day at four o'clock in the afternoon we were obliged to bear away from the enemy, because seven or eight fast sailing frigates were bearing down on the merchant-ships, and it seemed probable that the whole convoy would be cut to pieces, fired and sunk unless we protected them. On the same day, after the fight was over, I summoned Vice-Admiral Jan Evertsen and Commodore de Ruijter to come on board that we might admonish the Rear-Admiral,

¹ Presumably Monck's attack at the close of the day.

who was some distance off, and who with some others had shot very much at random. We took counsel together as to what it would be best for us to do, whether to attack the enemy again and let the merchant-ships drift,—for we were not strong enough to provide the merchantmen with sufficient convoy, neither did we know what reserve the enemy might still have in the Straits,—or to cease fighting and protect the merchantmen as much as possible, letting them sail close ahead of us, and keeping watch on the enemy with little sail set; it was decided that we should protect the merchant-ships and watch the enemy, and that we should not fire any useless shots, for the ammunition was already beginning to run low. We saw a large ship to east of us, sailing only under her foresail and main-top-sail, it was the Ostrich (*Vogelstruis*). I sent Commodore de Wilde with his three ships to her assistance, with orders to take her in tow if possible, if she had become unmanageable. We then called our fleet together, both warships and merchantmen, and continued our course. There was a breeze from the N.W., but in the evening this dropped to a dead calm.

On the morning of ^{February 19}_{March 1} we saw the ship Ostrich in amongst the English fleet, and Commodore de Wilde came on board my ship and reported that he had had a tow-line aboard her the previous evening, but that it was impossible to tow her, especially as all the people on board were drunk, and would not turn a hand to get the ship in order; he had therefore been obliged to let her drift. About ten o'clock, or half past, the enemy began to assail us vigorously, five or six of his swiftest frigates sailing on either side of our fleet in order to cut off some of the ships if possible; and we fought till sundown, when the English veered off against the wind.

During that day Captains Jan la Sage of Zealand and Bruijn van Seelst of Amsterdam, with a few small merchantmen, were cut off from the fleet, as far as I can learn. In the evening several ships came up to us, complaining that they had little or no powder or balls left ; as there was still a quantity of eight-pound balls in the storeship I gave orders that they should be distributed to those who had guns of that calibre. We then pursued our course, the wind being W.N.W., and each one repaired to the best of his ability the parts that had been damaged by the firing.

In the morning of ^{February 20}_{March 2} the wind was N.W., and about nine o'clock the enemy renewed the attack with great vigour, and before we had fought more than two hours we calculated half our ships must have exhausted all their powder and balls ; several, therefore, made all sail and took to flight ; we fired several shots after them to signal to them to come back, which they did ; I enquired if they were going to fly like knaves ; they replied they had neither powder nor balls left ; upon this I commanded them to remain a little distance off, in the centre of the fleet, and not to betray the slightest sign of fear ; and that those of us who had powder and ammunition still left would defend both them and the merchantmen. And then with about twenty-five or thirty ships that still had powder and shot we defended the whole of the fleet from noon until evening after sundown. About two hours before sunset Blake collected the greater part of his fleet, out of range of our guns, and made the signal to attack ; seeing this, we struck the topsails and waited for the attack of their leading ships about an hour, Vice-Admiral Jan Evertsen and the ships about us having exhausted their ammunition. But, to our great good fortune, the English ships veered off, for if we

had fought half an hour longer we should have exhausted all the ammunition we had still left, and must inevitably have fallen into the enemy's hands, when our fleet would have been utterly cut to pieces. Blake, being out of range, did not change his position, and from that time till night-fall we were followed only by twelve or fourteen frigates, who kept up a continuous fire with the view of cutting any of the ships that they could off from the fleet, as was done that day with a few small merchant vessels, but I saw no ships of war taken throughout the day. Vice-Admiral Jan Evertsen and others came up to speak to me, and clamoured for powder and balls, which they received ; when it was dark we hung out our lights and proceeded N.N.E. on our course with shortened sail, in order to keep the fleet together, the wind being N.W., and Gris-Nez lying N.E. of us, about four miles distant. Blake also hung out his lights, being to windward of us, and after midnight we could see them no longer.

At daybreak on the morning of ^{February 21}_{March 3} we saw Calais S. by W. of us, two miles off, and no Englishman in sight. I suppose they have turned and made for the Isle of Wight, with a view of repairing there also (*sic*). It began to blow a little, and the masts to creak and to go by the board ; I immediately took in all sail and let the ship drift, and we took every means we could to save her, in which, thanks be to God, we have succeeded, and I hope she will bring us into the Goree Gat. She is so leaky, moreover, that we are obliged to keep two pumps at work whenever the sea runs a little high, and during the night we were in danger of sinking, for it blew a somewhat stiff breeze. We have seen in this engagement that divers of our captains are not as staunch as they ought to be ; they did not second myself and their other honest comrades as

the English did, for I observed in attacking Blake that, before I could get at him, I had had such a welcome from three or four of his ships that everything on board us was on fire, and Blake was still unhurt. We are lying here at anchor off Calais, seventy-six ships in all, great and little, counting from the topmast, for we are lying very scattered; some merchantmen seem to be among the number, the rest have sailed on. We purpose, as soon as we can get under sail with favouring wind and weather, to bring our ships into the Goree Gat, and each to make for the port whence he sailed, in accordance with your H.M.'s instructions, to be refitted as quickly as possible, for, as the time has expired, we have neither victuals nor ammunition in the ships, but many dead, wounded and sick, and some of the vessels have been so damaged by the firing and otherwise, that I fear we shall not all get safe in. I miss Captain Balck's ship, and I am afraid she has foundered or run aground. Herewith I send a deposition made by two prisoners with regard to the fleet against which we have been fighting and the other forces of the enemy. On our ship we have had thirty killed during the engagement and fifty-six wounded, some of whom die every day.

Herewith, &c., &c.

Your H.M.'s humble servant,
(Signed) M. HARP^{TS}. TROMP.

On board the ship Brederode, lying off Calais, this ^{22nd Feb.}_{4th March}, 1653.

P.S.—After concluding this report we have had Captain Jan van Campen on board, to whom I had given orders to look after van Balck's ship, as she was very leaky and so much damaged by the firing as to be unmanageable; he says that at one o'clock P.M. on ^{February 20}_{March 2} she steered for Sable de

Grace, and will probably have reached that place with this wind.

Report made this morning, ^{February 19}_{March 1}, by Commodore de Ruijter and some of the captains who assisted him yesterday in attacking the enemy on the rear of their fleet.

They state that during the fight Captain Hendrick de Munnick's Admiralty ship, belonging to Rotterdam, had her mainmast shot through, and was consequently afterwards overtaken by the enemy, captured, and burnt.

Captain Jacob Cleydyck's Directors' ship, from Rotterdam, was sunk ; the captain and a great part of her crew were saved by Captain Jan Regemorter, of Zealand.

Captain Isaac Sweers, with the hired ship of the Admiralty at Amsterdam, being alongside an Englishman, they both sank ; the deponents did not know whether any of her crew were saved.

Captain Cornelis Janssen Poort's Directors' ship, of Amsterdam, was also sunk, and some of her crew saved ; but the captain was killed by a shot.

Captain Cruijck, commanding the Ostrich (Vogelstruis), had had three or four English ships alongside, and they did not know how he had fared.

Commander Swart Pieter, of Zealand, on board Captain Loncque's ship, was taken.

Captain Schelte Wigglema, of Friesland, had an explosion of gunpowder on board, and his ship blown up ; it is not known whether any of the crew were saved.

Commodore de Ruijter and another ship had taken an Englishman with 44 guns, but they did not know where the prize had got to, with the people they had put on board.

On the said ^{February 19th}_{March 1st} the following ships were cut off from the fleet and captured :—

Captain Jan la Sage, of Zealand ; and

Captain Bruijn van Seelst, Directors' ship, of Amsterdam.

Up to ^{February 21}_{March 3} we do not know of any English ships taken or destroyed by us, or any of our ships of war taken by them, but only some of the merchantmen. But as no council of war has been held since the morning of ^{February 19}_{March 1} we cannot be quite certain on this point.

Examined the following persons, viz., Alexander Marckham, gunner, and Jan Maltman, trumpeter, taken yesterday on board the ship *Prosperous* (44 guns and 170 men, Captain Jan Barcker, who was killed together with a number of his crew), taken by Commodore de Ruijter and another ship, who deposed as follows : that the English fleet, when they saw us coming, consisted of sixty-nine or seventy ships, great and small.

That Admiral Blake and Colonel Deane, in command of the fleet, were on board the ship *Triumph*, 60 guns and 400 men,¹ which carried the standard—a red flag with blue in it, and a harp at one end ; and the signal he made when his ships were to attack was to fly another red flag from the fore-topmast.

His Vice-Admiral of the red was Captain Lawson, on the frigate *Fairfax*, carrying 65 guns and 350 men ; his Rear-Admiral, Captain Howett, on the ship *Laurel*,² carrying 50 guns and 230 men.¹

¹ The figures reported here are not always accurate ; cf. pp. 20–22.

² MS. 'Loreijl.'

The Admiral of the White, Colonel Monck, on the ship Vanguard, carrying 60 guns and 400 men.

His Vice-Admiral, Captain Peacock, on the ship Rainbow, carrying 60 guns and 300 men.

His Rear-Admiral, on the ship Assistance, carrying 44 guns and 180 men.¹

The Admiral of the Blue, Colonel Penn, on the frigate Speaker, carrying 56 guns and 300 men.

His Vice-Admiral, Captain Lane, on the ship Victory, carrying 60 guns and 300 men,

His Rear-Admiral was to come from Portsmouth, where he was lying almost ready with the ships Lion, carrying 56 guns and 250 men; Happy Entrance,² carrying 50 guns and 200 men; Master,³ carrying 54 guns and 250 men.

The rest were all armed frigates, the largest carrying 48 guns and 200 men; the smallest, 24 guns and eighty men.

Two very large ships of war, the Joris⁴ and the Unicorn, were also lying at Rochester,⁵ with ten others, and these were daily expected at sea.

There are still in Portsmouth the ships Sovereign, Prince,⁶ James, and the Saint Andrew, all four first-raters, and five frigates that were not quite

¹ The Assistance was flagship of John Bourne, Rear-Admiral of the Blue. Martin, of the Diamond, was Rear-Admiral of the White.

² The Lion and Happy Entrance are both in the Eagle's list (*cf.* No. 865), but there are no other references to their sharing in the fight.

³ *Sic* MS. : can this be the Worcester?

⁴ Possibly the George, formerly the St. George, a 42-gun ship of 895 tons, built in 1622, a sister ship of the St. Andrew.

⁵ MS. 'Recester.' *Cf.* No. 843.

⁶ The Prince, a 64-gun ship, built in 1610, and rebuilt in 1641 was renamed Resolution during the Commonwealth period.

ready. Forty merchant ships, hired by Government, were lying in the river ready to sail, and these they supposed must have come down the river, or be already lying in the Downs.

I asked them where and how they were able to procure so many seafaring men, to provide such strong crews for their ships; they replied that, in all the coast towns throughout the kingdom, returns were made of the seafaring people belonging to the place, and those that absented themselves were considered malignants, and the fact denounced by the people; they did not dare, therefore, to absent themselves.

The above examination made by Lt.-Admiral Tromp, on board the ship Brederode, early on the morning of
February 19
March 1, 1653.¹

878. *Feb. 3* 165²/_{*March 5*}.—*ORDERS OF C.O.S.*

[*R.O., Interr. i. 40, pp. 4, 8, 11, & xxxiii. 91, 92, 93, 96.*]

That the Commissioners for Dutch prizes do allow sixpence a day to each of the Dutch prisoners that are or shall be sent into Dover.

That a letter be written to the Mayor and Jurates of Dover to let them know what order is given to the Commissioners for prize goods for an allowance for the Dutch prisoners, and taking notice of their former care of the wounded sent in there to desire them to continue it, and to signify unto them that their account of disbursement for that service is put into way of examining and satisfying, and that they be desired to certify what the prisoners are, and their particular qualities.

¹ A translation of this account, differing in a few unimportant particulars, is in the British Museum, Press Mark E, 689, 28, but it does not contain the appendices.

That the letter from the Governor of Dover Castle, with the other letters of intelligence read this morning, be humbly presented to the Parliament by Sir Hen. Vane :

That a letter be written to Major Bourne at Dover to send up into the river Thames such prize ships as either are or shall be taken from the enemy and sent in there, by such opportunity as he shall judge safe, and that he do employ such men-of-war for conveying of them as may be without diversion to the service the fleet is now upon.

That a warrant be sent to the several post masters upon the road to Dover, taking notice of the slow passage of pacquets that are of public concernment, to let them know the Council is highly sensible of their great neglect, and to require them to a better care and dispatch at their utmost peril.

That the petition of Captain Taylor, Captain Young and Captain Chapman be taken into consideration this day sevensnight.

That the ship Fairfax, with the man-of-war brought in as her prize, and the rest of the prizes now in the Downs be forthwith brought into the river, and that it be left to Major Bourne to take the ships of Captain Green and Captain Cole to convoy them as far as the Hope, or if he thinks they may safely pass without them, that then directions be given to the said two ships to sail to the fleet.

That the letter from the Generals of the fleet to the Council giving an account of the late engagement with the Dutch be humbly presented to the Parliament to-morrow morning by Sir Hen. Vane.

That it be left to the Commissioners of the Admiralty to give order if they shall think fit for the fitting forth of the Dutch prize-ship formerly a man-of-war of theirs and now in Dover pier.

That order be given to the Commissioners for

sale of Dutch prize goods to reserve all serviceable casks, pipes, and clapboards which are or shall come into their hands to the use of the victualling the navy, and to sell them to the victuallers of the navy at the market rate.

That the Dutch ship of war taken and brought into Dover road by Captain Lawson be fitted forth into the State's service, and the Commissioners of the Admiralty are desired to give order therein accordingly.

At the Council of State at Whitehall, upon reading the petition of John Hubin, a German, it is ordered that Doctor Walker, do present on the behalf of the State against the captain and the company of the ship *Discovery*, for plundering the ship *Fortune* taken as prize, and that it be signified to the Commissioners of the Navy that a stop be made of the wages of the said captain and ship's company until an account be given concerning the money and goods taken out of the said ship by them.

JO. THURLOE, Clerk of the Council.

879. *Feb. 23*
March 5, 165 $\frac{2}{3}$.—*ORDER BY A.C*

[S.P. Dom. xxxiii. 97.]

By the Commissioners for ordering and managing the affairs of the Admiralty and Navy.

It is ordered that the informations annexed relating to the *Briar* be referred to the Commissioners of the Navy, who are to examine the matter of fact, and whether the captain were consenting thereunto, and to certify the same together, with their opinions unto us.

R. BLACKBORNE, Sec.

880. $\frac{\text{Feb. } 23}{\text{March } 5}$, 165 $\frac{2}{3}$.—*EXAMINATION OF M. BALLARD*

[S.P. Dom. xxxiii. 98.]

Michael Ballard, purser of the Briar frigate, was examined before the Commissioners of the Navy, the 23rd of February, 1652.

Saith that on the 23rd or 24th of January last they arrived at Tynemouth¹ in the said vessel with a Dutch prize that they had taken the day before, out of which he heard from the boatswain, John Musgrave, confess that he had taken out of the said prize about seven or eight hundred pounds' weight of cordage, which he had sold to one Lawson, master of a ship; also that Richard Newly, master's mate, did take out of the said prize and sold to the said Lawson one barrel of groats, and the quartermaster Jno. Turner had one barrel of beef, and the examinant one barrel of beef which the said master's mate sold, as he said, for 12s. 8d. a barrel. The other provision of victuals was plundered by the common men, all which cordage was by the said Dutch man-of-war plundered from the English.

MICH. BALLARD.

881. $\frac{\text{Feb. } 23}{\text{March } 5}$, 165 $\frac{2}{3}$.—*N.C. TO A.C.*

[S.P. Dom. xxxiii. 99.]

Right Honourable,—We are improving our utmost diligence, that the ships designed for the public service may be furnished with able seamen, having already renewed the former proclamation from the Council of State for the appearance of all such at Trinity House, and given the best directions we can for promoting that service. We

¹ 'Tinmouth' MS.

have also ordered the taking up of 500 more by the Master of Watermen's Hall. What was propounded the last evening by your Honours to some of our number for procuring what may be had in the several coast towns to the west and north hath been also taken in to our serious thoughts, and we are not unwilling to attend your directions by employing some instruments of our own for impressing such as may be had in those respective ports, wherein we shall make use of the fittest that are by us attainable. Yet we humbly offer it to your Honours' consideration whether orders from the Council of State direct to the Mayors of the port towns, to impress what able seamen are to be found in their several towns and places adjacent, may not more conduce to the furtherance of the service than will probably be effected by any instruments of ours, who in several respects will be more disadvantage to the work than such as may be employed by the present authority of the respective places.

If your Honours shall determine upon a renewal of the Council warrants (to which our thoughts and experience incline) we conceive all that are impressed upon the western coast should be directed to Portsmouth, and those upon the north to this place; and if the powers to whom this service is committed be required in a short time to return the numbers of such as they have impressed to the Council, it may quicken them, but we humbly submit—

We have dispatched surgeons to Portsmouth, Dover, Deal, and Sandwich with such medicaments, etc., as may be for present use and a further supply is preparing.

We are upon many occasions necessitated to engage for ready money, and for very considerable

sums. We humbly presume to remind your Honours of the state of your affairs in that respect, that such seasonable provision may be made that the present clamours for want of pay (which are many) may be removed and for the future (if it may be) prevented.

The Fortune¹ at Bristol is a ship of 300 tons and upwards, and carries 34 pieces of ordnance. Your Honours may be pleased (if you judge meet) to give her another name, this being that she bore before she was taken.

All which we leave to your grave wisdoms, and remain at your Honours' commands,

ROB. THOMSON.

E. HOPKINS.

Navy Office, 23 February, 1652.

882. *Feb. 23,* 1652².—*N. BOURNE TO R. BLACKBORNE*

[S.P. Dom. xxxiii. 100.]

Sir,—Yours received this afternoon dated last night, by which I perceive you have no full intelligence from the fleet. I am clear of opinion that all that are not taken or spoiled are got home or very near it. I have taken the most effectual course I could to gain clear intelligence, and have endeavoured to act to my uttermost and if I may say beyond my ability. I hope my willingness will be accepted, but really, Sir, I may speak it to you, I am now fit for nothing but a retiring place, and would the necessity of public affairs admit it, I would have been elsewhere, but to-morrow I shall dispatch all here and I know nothing else.

¹ The vessel mentioned in No. 864, not that mentioned in No. 839.

If I be able to do anything more at present I desire it nearer home, where I may have the advantage of some means for the repairing myself, being solicitous of nothing more than of what concerns the great interest which will break in pieces all other. I cannot enlarge, accept the broken piece and be assured I am

Your real friend to serve you,
N. BOURNE.

I am quite weary.

Dover: 23 Feb., 1652.

883. *Feb. 23*
Mar. 5, 165 $\frac{2}{3}$.—*MAJOR N. BOURNE TO A.C.*

[S.P. Dom. xxxiii. 101.]

Right Honourable,—This day produced various reports concerning the Dutch fleet from several persons that came from Dunkirk yesterday, who, in the evening, came by the Dutch fleet. One reports he saw 150 sail of Holland's ships, a great part whereof he judged merchant ships; upon which I gave order to three ships that came into this road the last night and this morning, viz.: the John, the Swan, and the John and Elizabeth, to ply over upon the French coast, supposing they might gather up some of the Dutch stragglers or lame ships. But soon after I received other news from the master of another small vessel that came into this road in the night from Dunkirk, who related that for certain De With, with about forty-three sail of ships newly come out of Holland and Zealand, yesterday in the afternoon, came to anchor about Gravelines,¹ and that he also saw about thirty-five sail more at anchor off Calais road which he presumed are men-of-war;

¹ 'Graveling' MS.

another declared that on Sabbath day in the evening a very great number, about 150 merchant ships, passed by Dunkirk.

The consideration of the premises put me upon thoughts to recall my orders given to those three ships before mentioned, and only to send the nimblest vessel for discovery ; but forasmuch as the intelligence is uncertain and different I thought it most for the service to let them proceed, giving them a caution, and limiting their stay abroad till to-morrow morning, and in case they meet with nothing before they return (the wind being large for them at W.N.W.) I presume that all that escaped are gone past. For by the most clear intelligence I find that Sabbath day in the evening very many got ahead of their men-of-war, making what sail they could, and probably the number formerly mentioned might be seen off Dunkirk ; and comparing all together this day I conceive that about 150 sail might be seen at anchor between Gravelines and Calais amongst the banks, being forced to ride there yesterday, the wind blowing hard at N. and N.E. This is all I can gather up as to intelligence.

I humbly conceive that those ships your Honours ordered hither (formerly intended for the North Guard) may very well be drawn off hence if you please ; my reason I offer to your Honours is, that in case their merchant ships be passed by (which doubtless they are by this time, except what are taken up by the way) then I know no service they are capable of here ; but in case any fresh party come out of Holland these may be exposed to danger, being inconsiderable both in force and quality, but I beg your Honours' pardon for this presumption.

This day about noon (although very indisposed, yet apprehending some necessity to your affairs) I took a shallop and went on board the Fairfax in this

road, which I found very much battered in her hull, and her masts much maimed, a necessity for a new fore-mast, mizen-mast, foretop-mast and main-yard; and upon debate with Captain Lawson (who is well, and presents his humble service to your Honours) he presently set sail and went for the Downs this evening, and awaits your Honours' commands in order to the bringing in of the frigate (there being a necessity thereof in my apprehension of which I gave your Honours an account in my last, and in case the wind prove fair, I shall take boldness to encourage him to go for Chatham) that being the fittest place in my opinion (with submission to your Honours' pleasure).

The *Crow* is in the Downs, her guns shall go out of this pier in the morning if weather permit, which is the first opportunity since my coming down; and the Captain who came to me this evening tells me he hath but fifty men, but the ship will be in readiness within three days if manned. I humbly conceive, if some effectual course were taken by virtue of a special command from your Honours, there might be 200 men at least gathered up in these parts, viz., Dover, Folkestone, Sandwich and Margate, but the ordinary way will take no effect. At my coming ashore from the *Fairfax* about four o'clock I met a messenger with your Honours' commands, all which I have put in execution.

As for the wounded men care was taken the day past; and I have acquainted the Governor of Dover Castle with your Honours' pleasure concerning the securing the Dutch prisoners; as also the prize office for necessary provision for them, which accordingly is done.

As for the *Hollands* man-of-war I ordered her into this pier yesterday, she being very leaky and all her great masts unserviceable, but may within a short

time be in a capacity to do you service if your Honours please to signify the same. She hath 36 guns, whereof ten or twelve are brass ; she was taken by the Ruby frigate, whereof Captain Houlding was commander, but is slain, as his own men informed me.

Some of the merchant prizes that have their masts good and do not leak, I have ordered to go into the Downs and so for the river for the first opportunity. Your messenger acquainting me that he had letters for the Generals and orders to find them out, I advised him to go for Rye along the coast where possibly he might have intelligence.

But I conclude they are either at the Isle of Wight or else we shall see them to-morrow (the wind being at W.N.W.). I know nothing that requires my being here longer than to-morrow morning, and therefore, unless I meet with something considerable, purpose, if the Lord please, to enable me to go for Deal to-morrow.

Hitherto I may say the business that hath fallen into my hands concerning your affairs could not have been despatched elsewhere than upon this place as things have fallen out, and presented to my understanding, without some inconvenience.

I shall humbly wait your Honours' commands when you shall please to allow me a little respite to recover myself in order to your further service (if the Lord will), for I hope I may say without vanity, I have endeavoured ever beyond my ability to obey your commands. I shall not trouble your Honours further at present, but crave your favour for this long and confused piece, and let me be accounted,

Right Honourable,

Your humble and faithful servant,

N. BOURNE.

Dover, this 23 of Feb., 1652.

884. $\frac{\text{Feb. 23}}{\text{March 6}}, 165\frac{2}{3}$.—*ORDER BY A.C.*

[*R.O.*, *Interr.* xxxiii. 87.]

By the Commissioners for the Admiralty and Navy. Upon consideration had of the Generals' letter annexed. It is ordered that the Commissioners for the Navy do cause a supply to be made of the several stores therein mentioned which are wanting for furnishing of the ships now come into Portsmouth, to be in readiness forthwith to be sent thither, and also that surgeons be dispatched to the fleet as is desired, and that two of their number, Mr. Pett and Mr. Hopkins, do attend us to-morrow morning by 8 of the clock at furthest.

J. HUNT.

R. SALWEY.

GEORGE THOMSON.

JOHN LANGLEY.

JO. CAREW.

885. $\frac{\text{Feb. 23}}{\text{March 5}}, 165\frac{2}{3}$.—*LIST OF FURTHER PRIZES
BROUGHT INTO DOVER PIER*

[*Mercurius Politicus*, p. 2275. *B.M. Press Mark E*, 689, 9.]

February 23.

Item, the Black Buss of Medemblick, Ivert Pieterse master; burthen 150 tons, come from St. Martins, laden with salt and some vinegar, bound for Koningsbergen; taken by Thomas Hare, commander of the Ann Piercy.

Item, the Berck Howter Church of Saerdam, burthen 250 tons, Peter Lamberts master, come from Croswick¹ in Brittany; laden with salt, and bound for Koningsbergen; taken by Captain Henry Tiddiman, commander of the Exchange.

¹ *I.e.* Croisic.

These three ships are in Dover road.	{	Item, the Kirke of Grame, ¹ taken by Captain Hide ; laden with salt and wine.
		Item, the Black Raven, burthen 160 tons, laden with salt, her main-mast gone, taken by the Mary ketch, Captain Corbet, commander.
		Item, the George of Medemblick, 200 tons ; laden with wine and strong-waters, taken by the Sapphire.

Item, the Vurow Anthony Solay, come from Nantes, laden with wines and brandy-wine. She pretends to belong to Ostend.

Item, the Princess of Rotterdam, Adrian Cornelissen master ; come from Nantes, laden with wines, vinegar, brandy-wine, and prunes, bound for Amsterdam.

Item, there are at Portsmouth twenty-four merchantmen and seven men-of-war, three of which men-of-war are brought into the harbour of Portsmouth ; one of 1,200 tons, the other of 900 tons, and the third of 600 tons.

Item, a Dutch prize brought into Dartmouth, burthen seventy-five tons, laden with French wines.

Item, a prize brought into Cowes, burthen 400 tons ; laden with sugar and other West Indian commodities to a very great value.

Item, a prize from S. Lucas, laden with tobacco, cochinele, and some plate. The name of the ship is called the Morning Star, pretending to be of Hamburg, Michael van Luken master.

Item, the Peter, of Hamburg, with wine, brandy-wine and strum,² Joseph Jacques master ; burthen 200 tons.

¹ Possibly the 'Church of Graveling' in the list given in G. Penn. I. pp. 479-480.

² *Sic* MS. : the word appears to be a variant of 'thrum,' *i.e.* a kind of coarse yarn.

Item, the Peter, of Hamburg, Jaspar Jacobson master; laden with wines, prunes, and strum.

Item, there are six ships brought in as prizes into Fowey.

In all fifty-six prizes at present.

Letters from Galway by a vessel thence that came to Bristol, Monday was sennight, say that Ennisbussen is surrendered; the officers and soldiers to be transported for Spain¹; and that the Governor was come to Galway.

A ship also came in from Port à Port, in Portugal, saith that the Portugals have received an overthrow by the Spaniard within Portugal; into the truth whereof I shall make further inquiry.

886. *Feb. 23*
March 5, 165²/₃.—*THE MAYOR OF WEYMOUTH TO*
THE NAVY COMMISSIONERS

[S.P. Dom. xlvii. 145.]

Right Honourable,—On Saturday last, at night, were sent into this town out of the ship *Triumph* and the *Worcester* frigate, by the order of the Generals-at-sea, five-and-fifty seamen wounded with great shot, since which time six of them are dead of their wounds. In some few hours after their landing I procured hither divers able physicians and chirurgeons, to visit and dress them in their several quarters (there being no hospitals in or near this town, but they are all very well accommodated with all necessaries and fit attendance in convenient houses). Many of them have been dismembered since they were landed, and the physicians and chirurgeons have and do take great pains with them. My layings out daily for all supplies are very great, besides the moneys I did before disburse by order of the Council

¹ They were sent to Dunkirk, *cf.* Nos. 944 and 952.

of State for the impressing of sixty-seven able seamen for their service, who were all sent to Portsmouth, according to their command, unto Mr. Willoughby, with an account of the charge thereof for the press, and conduct money and other necessary expenses about that service, which in all amounted to six-and-twenty pounds odd moneys.

And since, by order of Sir Henry Vane, General Deane, and Mr. Salwey, I did impress six-and-twenty more able seamen for the service of the State, and, according to their commands, sent them to Portsmouth to Mr. John Steventon, clerk of the cheque there, and I delivered several notes to each seaman, specifying his name, age, stature and complexion, where pressed, and the time when and place where he was to appear, the charge whereof comes to ten pounds, one shilling, and sixpence; and the said Commissioners commanded me to present unto your Honours an account hereof, signifying unto me that your Honours would reimburse the same moneys. I do, therefore, humbly beseech you to take such course with the Commissioners of prize goods that they may order Captain John Arthur and Mr. Henry Waltham, sub-commissioners or collectors for this port, to pay me the said moneys already disbursed, together with such other sums as I shall want for the furnishing of the said wounded seamen with all necessaries, and to discharge their quarters from time to time, and to satisfy the physicians and chirurgeons employed about their cure, so taketh leave, Sir, your Honours' most humble servant,

JNO. SWETNAM, Mayor.

Weymouth, 23 Febr., 1652.

887. *Feb. 24*
March 6, 165 $\frac{2}{3}$.—*ORDER BY A.C.*[*S.P. Dom., Interr. xxxiii. 83.*]

By the Commissioners for the Admiralty and Navy. In pursuance of a reference of the Council, it is ordered that Elizabeth Alkin alias Joan be appointed to attend the sick and wounded soldiers and seamen at Portsmouth and the parts adjacent, and the Commissioners of the Navy do make her a reasonable allowance for that service she shall perform therein.

R. BLACKBORNE, Sec.

888. *Feb. 24*
March 6, 165 $\frac{2}{3}$.—*ORDERS OF C.O.S.*[*R.O., Interr. i. 40, pp. 15, 16.*]

That a letter be written to the Generals of the fleet to take notice to them of the receipt of their letter, to congratulate them on the good success which God hath been pleased to give to the fleet of this Commonwealth in the late engagement against the Dutch, to take notice to them of their endeavours and resolution manifested therein, as also of that of the officers and soldiers in the fleet, and to return them the thanks of the Council for the same, to desire them that they will be careful to lose no opportunity for the improving of the present success to the advantage and service of the Commonwealth.

That direction be given to all the postmasters upon the road to Portsmouth to dispatch with all possible speed to Portsmouth and back all dispatches which shall be sent from or to the Council of State, the Commissioners for the Admiralty and Navy, the Commissioners for the Navy, officers of the Ordnance

or any of them, and not to let any of the said dispatches remain with them as they shall answer it at their peril.

That it be recommended to the Commissioners for the Admiralty to consider of fit convoys for the convoying of provisions from the river Thames to the fleet, and to give order therein as they shall think fit.

That it be referred to the Committee for Foreign Affairs to prepare instructions for such of the Commissioners of the Admiralty as shall repair to the fleet at Portsmouth, and to report the same to the Council to-morrow in the afternoon.

That a protection be granted for Mathew Lamb, fisherman, son of David Lamb, of Fouldsbury, in the county of Essex, for the freeing of him from being impressed into the States' service, the Council being satisfied that the said Mathew Lamb is the only support of his father as to his subsistence.

That the masters and wardens of the Company of Vintners be sent unto to inform themselves of all such persons as have (after the signification to them of the order for delivering all their serviceable casks at reasonable rates to the use and service of the Navy) otherwise sold and disposed of their said casks and return the names of such persons to the Council, together with the places of their habitation. And they are also to take care that such casks as are in the hands of the Vintners be forthwith delivered to the Victuallers of the Navy for the use and service of the fleet at the rates which have been propounded.

889. *Feb. 24*
March 6 165 $\frac{2}{3}$.—*A LETTER FROM AMSTERDAM*
[*Mercurius Politicus*, p. 2287. B.M. Press Mark E, 689, 16.]

Here is a letter come from Tromp to the Burgomasters of this town, giving them an account of the fight, and alleging that he misseth only nine men-of-war, but that all the merchantmen are in safety; and how that he lay betwixt Calais and Dunkirk to attend the motion of the English fleet if they came that way.

It is boasted here, that they have from you the ship called the Prosperous, of 50 guns; and the general cry here is that the English have had the worst; and yet some are at a stand, because they see but few merchantmen yet appearing.

What opinion the States themselves have of the business, and what accompt will best appear by their demeanour; for they had news out of Zealand that divers merchantmen were come in there from Tromp's fleet, which affirmed there had been a notable engagement for two days' time. At length news was brought from Scheveling, that they espied thence about sixty sail making toward the Texel, which they supposed to be merchantmen returned, but not one word of any ship of war as yet returned; which is interpreted as an ill omen by their Lordships, who thereupon have issued out orders for the sending forth with all speed those forty ships under De With, which were designed for an union with Tromp, and the Admiralties are required immediately to put out to sea all the ships in their harbours, which gives cause to suspect all is not so well as was given out among the people.

Yet here hath been great joy for the safe return of that sixty sail of merchantmen, which came from the parts about Rohan and gave the English fleet

the slip at their first coming out.¹ They had ten men-of-war for their convoy, the absence of which rendered Admiral Tromp so much the weaker ; and this is made a fault by many, that those men-of-war should be dismissed for a convoy, it being contrary to orders. Nevertheless the joy conceived for the return of the sixty merchants is some allay to that displeasure. The work of building ships goes on apace, an agreement being made for sixty frigates to be ready in four months. And the province of Holland hath moved the other provinces to furnish out their respective shares in ready money, for the making up of that sum which was agreed on for the setting forth the ships. Holland itself hath, for this ensuing year, ordered a levy of the two hundredth penny toward defraying the charge of their sea undertakings. The East India Company of this town are to make ready and set out for the States' service six men-of-war well appointed.

Upon the earnest request of the merchant strangers who were interested in those merchantmen laden with pitch, tar, hemp, &c., which had been seized in the Sound, and brought in hither by the men-of-war of this State, it hath been ordered by the States-General that those ships be released, that hereafter those ships that shall be laden with contraband goods do not presume to put to sea, unless it be with the general convoy ; by which way they will be able to see that none of them be transported to England. The Boards of the Admiralty are charged likewise to take order that search be made in all fisher-boats ; information being given, that they steal out with contraband goods and other prohibited commodities which (is said) they carry over into England.

¹ These would be the vessels referred to in No. 842.

890. *Feb. 24*
March 6 165 $\frac{2}{3}$.—*MAJOR NEHEMIAH BOURNE TO*
THE PRESIDENT OF C.O.S.

[S.P. Dom. xxxiii. 103.]

My Lord,—I have even now received your commands by the hand of your messenger, and shall speedily put in execution what part thereof remains to be done. The Fairfax being now in the Downs shall be brought to Chatham by the very first opportunity; as for the prize she is not yet arrived; two days since she was seen off Dungeness and the Middleborough sent to assist her, since then the winds have blown sometimes N. very fresh and have been various, so as I conceive she may be gone for Isle of Wight; but in case not I shall observe your Lordships' commands concerning her. I had before this given order to the deputy collectors for Dutch prizes to send up all prizes that are not lamed in their masts or hulls, and the rest to be brought into this pier, and for their convoy I shall take care. As for the John and Elizabeth, whereof Cole and Green are commanders, I sent them to the coast of France yesterday to do what they could in gathering up all lame and lag ships that dropped from the enemy, and limited them to this day for their return, when I shall give them orders to sail westward with the first opportunity. I wish the ship laden with masts, anchors, cables, sails, &c., were here to take that opportunity for their convoy. As for the other Dutch man-of-war, she is in this pier already and order given for her fitting out.¹ I have nothing at present further to offer, but crave favour to be accounted worthy to be

Your Lordships' very humble and faithful servant,
N. BOURNE.

Dover, the 24th Feb. 165 $\frac{2}{3}$, 2 in the afternoon.

¹ *I.e.* the prize taken by the Ruby. Cf. No. 883.

891. $\frac{\text{Feb. 24}}{\text{March 6}}$, 165 $\frac{2}{3}$.—ORDERS FROM C.O.S.

[S.P. Dom., Interr. xxxiii. 102.]

At the Council of State at Whitehall.

Ordered,—That it be left to the Commissioners of the Admiralty to give order to the ships appointed for the Northern Guard to attend that service according to such directions as they shall receive from the Commissioners for the Admiralty for that purpose, and that it be also left to the said Commissioners to recall Major Bourne now upon the command of the said ships at such time as they shall judge most convenient.

JO. THURLOE, Clerk of the Council.

892. $\frac{\text{Feb. 24}}{\text{March 6}}$, 165 $\frac{2}{3}$.—MAJOR N. BOURNE TO A.C.

[S.P. Dom. xxxiii. 104.]

Right Honourable,—I received commands from the Council yesterday and accordingly have given them an account thereof. My observation of the horrible mischief and prejudice that comes to the service by the notorious embezzlement of cables, hawsers, and sails, besides other provisions that are stolen and sold from the prizes that come into this place, makes me wonder that (it being so commonly known) no course hath been taken to prevent the same, especially at this time when cordage is at so high a rate and scarcely to be bought. I have spoken about it several times since my coming down, but finding some dulness in those in whose immediate charge I conceive it to be, I was prompted by the sense of obligation I owe to the public to move the Mayor of the town and the Governor of the Castle to afford me their assistance this afternoon,

and have searched several houses where I have found several hawsers, coils of rope, and sails, &c., which the present possessors acknowledge they bought out of prizes : and it may yet appear how deeply this disease is rooted in these people ; they declare they think it no wrong to the State but free for them ; but now what we found I have caused the deputy collectors for prizes to take into their custody and take the names of several persons thus offending.

This beginning I have made here, which seems very strange to this sharking people. I am told to signify thus much to your Honours, and do humbly conceive a word from your Honours would add very much to the vigorous execution thereof. I have a clear instance before me in the Hollands man-of-war, who had not one hawser to warp her into the pier, but were imbezold¹ in the road before.

I have one word more to offer to your Honours concerning another great mischief creeping into your service, by which both the bounty of the Parliament is abused and the generality of seamen who best attend your service are wronged, namely, herein, that the prizes now sent in from several ships in the fleet having about ten or fifteen men in a prize, do presume to sell and dispose all goods between decks before they come in, and the rest here, under the noses of prize officers, and sell it for half of the value, and these inconsiderable numbers of men like to go away with the right belonging to the whole company. I have protested against this before the prize officers, and have desired them to make stop of all goods so sold and money to be paid till they receive orders and rule from the Council. I cannot be silent in such cases where I see such great disappointment of the clear intentions of the State,

¹ *Sic, i.e.* embezzled.

which is to give an encouragement to all that serve you faithfully. I hope my freedom used in such cases as these will find a good acceptance with your Honours (I having no other design but rendering myself faithful to my trust and to prevent unavoidable inconvenience that will follow upon such disorderly and preposterous courses). I purpose, God willing, to go for Deal to-morrow, where I shall attend your Honours' commands in order to the dispatch of the Fairfax and other ships that are to come up the river. As for the John and the John and Elizabeth I shall send them away to the fleet by the first opportunity according to the Council's order this day sent me, but I wish the ship bound for Portsmouth with masts were here to take the advantage of convoy. I have not else at present to trouble your Honours, but remain, Right Honourable,

Your humble servant,

N. BOURNE.

Dover, 24 of Feb., 1652.

893. *Feb. 25*
March 7, 1652.—CAPTAIN HATSELL TO A.C.

[S.P. Dom. xxxiii. 105.]

Right Honourable,—Your letter of the 22nd instant I have received, and, according to your Honours' commands, I shall hasten the fitting of the Marmaduke and Sampson, the former of which had been ready for the sea, had not the company been for the most part so stubborn that the like I never saw; for when the provision was brought to the ship's side, they refused to take it aboard, and many of them are so lewd that now they come to be restrained from their dissolute living run quite away and leave six months' pay due unto them, and others refuse to give attendance to the ship,

notwithstanding several commands have been given by beat of drum for that end, insomuch that there will be a necessity to cashier them, and to get others in their stead, which will cost some time to effect, yet I hope to have it done by Tuesday or Wednesday next.

Captain Blagg is much troubled that it is his lot to be head of such a crew, yet the hopes he hath to new model them make him go on cheerfully to that work, and the utmost of my assistance he shall not want.

As for the Sampson, Captain Plumleigh is now at Dartmouth to get what honest men he can, and by Wednesday next I hope to have her ready also, and then I shall send your Honours a list of her officers, who I hope will prove honest, faithful men.

This day, by an intelligent faithful man from the west, I am advertised that on Wednesday last there was seen off Mounts Bay two fleets of nigh one hundred sail in each, standing to the eastward, and supposed to be Dutch. Of this intelligence I thought it my duty to acquaint your Honours, and shall do the same to Portsmouth this post. By the winds that we have had since, I humbly conceive they cannot be to the eastward of this place.

I have humbly to desire your Honours' pleasure concerning a lieutenant which Captain Blagg desires to have in the ship Marmaduke, and whether the like shall be allowed Captain Plumleigh in the Sampson, which will carry 36 pieces of ordnance, and likewise what number of men shall be allotted for that ship, which is all at this time I have to trouble your Honours withal, do remain,

Right Honourable,

Your very humble and faithful servant,

HENR. HATSELL.

Plymouth, February 25th, 1652.

894. *Feb. 25*
March 7, 165²/₃.—*R. COYTMOR TO GENERAL DEANE*

[S.P. Dom. xxxiii. 106.]

Right Honourable,—I am afraid that I am troublesome unto your Honours with my frequent letters, yet out of the respect and service I owe you I cannot but present unto you such things as come into my mind, as in my letter last night I acquainted you with those ships of the west having leave to go for Newfoundland, by which means you will lose above 2,000 mariners, and I believe many that are on board your ships will run away to go with those ships.

I am of opinion that you will find many Scots, Irish, and English among those seamen that you have taken, whether it were not fitting to cause martial¹ law to be executed on some of them for example's sake, and put them to fling the die that one out of them may suffer for it, for there hath past one or two Acts of Parliament for their return home to serve the State and not to serve any foreign State upon the pain of death.

I know you are troubled by many weighty affairs, which makes me take the boldness to remind you of these things.

I am your Honours' most humble servant,

ROB. COYTMOR.

25 Feb., 1652.

895. *Feb. 25*
March 7, 165²/₃.—*MAJOR N. BOURNE TO A.C.*

[S.P. Dom. xxxiii. 108.]

Right Honourable,—This morning is come into this road the Advantage, whereof Captain Mill is

¹ 'Marshall' MS.

commander ; who lost sight of the fleet the night after their last engagement, being the 20th instant, of whom I gave your Honours account, and of his intelligence he then brought me, which concurs with what the Generals have advised you. I ordered him forth to sea on the 23rd instant to discover the fleet, and to look over upon the French shore ; and in his plying to and fro he met with a Hollands ship of 24 guns off Beachy, who pretends now to be a Hamburger. He came from Cadiz, but he, refusing to strike and give an account, as also giving ill language, this captain fired upon him, at which he put abroad a red flag, and so fought several hours till some other ships coming in sight, and in particular the Waterhound, who, together with this frigate, clapt him on board, and so forced him, in which you lost one man and divers wounded, his lading being wools, rice, fruit, oil, &c., and some plate, two or three boats' freight, as is reported ; it is stowed below. The prize being under command of the Waterhound is not yet come into this road, but as soon as she doth I shall cause a more particular account to be taken by examination from the Captain, and present the same to your Honours with all papers of consequence, and the prize shall come up with the rest. I purpose to take out of Captain Hosier¹ twenty or more of his men, and put them on board the Crow, who wants 100 men, and send Captain Hosier up for one to convoy them, and the Advantage being much shattered in fight and very leaky, I shall do the like by her. Capt. Wyard and the Swan being fully manned shall supply the Crow with her complete number of men, and what other ships or vessels are here I shall in the morning order to come up into the Hope according to your Honours' commands

¹ Of the Magdalen : *cf.* No. 912.

received this day; the Weymouth pink, who is very fit to cruise betwixt this and Calais, and upon the coast of Flanders, but I shall order him within two days to return at longest, and give what intelligence he gains to Lieut.-Col. Kelsey, and be ready to receive other orders. As for the Hare pink, I hear not of her, but if she appear before I come away to-morrow, I shall follow your Honours' orders and send up the Weymouth pink, leaving the Hare ketch here. This day the Tenth Whelp came into the road, which was sent out of Portsmouth with a packet to the Generals, but missed the fleet. I have sent the packet herewith, and ordered the ship to come up, she being not manned; and in my opinion a more fit vessel for your Honours' service for the N. for convoy than in the fleet. The Crow hath not yet her guns on board, but all in readiness, being laden in hoys ready to put aboard the very first slatch of fair weather. I doubt not but that she and the John will be sufficient for convoy for Portsmouth for aught I understand, but there is also the Waterhound, which I expect in the road to-morrow morning, which I shall likewise add to them, she being of the fleet. I shall dispatch all that your Honours have commanded me here to-morrow, and when I come up I shall give your Honours a very particular account of what I have observed upon this place since my coming here relating to your affairs, which I hope may not be without some advantage thereunto.

Just now Captain Green, Captain Cole, and the Swan frigate are come in, whom I sent out on the 23rd instant with orders to look over upon the French shore, and the same day Captain Green chased a Holland ship of about 300 tons, and forced her on shore near Blackness, where she was destroyed.

Since that they beat to and fro as high as Beachy, but saw no other. As for the Middleborough and the Warwick, I presume they are with the fleet. I heartily wish that the ship with masts would come time enough before the wind serves to carry the convoy for Portsmouth.

I find here two very good masts for a frigate formerly ordered for Portsmouth, and ready fitted to tow. I purpose to send them by this opportunity, conceiving them to be much wanted there now.

What else I shall apprehend necessary to be done here for the promoting the service I shall use my best understanding and diligence about, being confident I shall find acceptance therein. I have not else at present but to crave your Honours' favour that I may be accounted, Right Honourable,

Your very faithful and ready servant,

N. BOURNE.

Dover, this 25th of Febr., 1652, past 9 at night.

896. *Feb. 25*
March 7, 165 $\frac{2}{3}$.—*DEANE TO A.C.*

[S.P. Dom. xxxiii. 107.]

Gentlemen,—We received yours by John Poortmans and for the particular account of the fleet, it is not possible to give you as yet, by reason of the blowing weather, and our distance one from another, only the first day we came to an anchor, we made the best observation of the fleet that time would permit. All the ships that were lame and unserviceable we sent into Stokes¹ Bay and Spithead, and those which were in any capacity to go to sea, we made them lie by us and fit as well as they could, and they are now all gone being near twenty sail, the one half are under the command of

¹ 'Stoakes' MS.

Captain Durnford¹ appointed to ply to the westward as far as the Start. The other, under Captain Hill,² to ply between Fairlight³ and Boulogne, and not to come to the westward of Portland, so that we hope if there be any ships straggling they will meet with them; however, we have done as much as we can for the present, and shall endeavour to get as good an account of the rest as we can, but could wish you would not stay so long before you come down to us.

We suppose three ships will bring all that we need, both for masts, sails, and cordage, which whether it be better to send the same ships by piecemeal about to Chatham, or supply them here, we leave to you to judge. For my part I heartily desire to see some of you down here, for there are many things to be done which, except we have a meeting together forthwith, this affair is like to suffer. My partners⁴ not being present but gone ashore somewhat feverish, I thought it needful to give you this brief account, which I desire you will accept from

Your most affectionate friend and servant,

RI. DEANE.

Aboard the Triumph turning into Wight, the 25 Febr., 1652.

897. *Feb. 25*
March 7, 1653.—*J. POORTMANS TO R. BLACKBORNE*

[S.P. Dom. xxxiii. 109.]

Sir,—Yesterday between two and three of the clock in the afternoon I came hither, and not sooner by reason one-third of the time was spent in staying for horses at the respective stages. Upon my first arrival I made my repair to Mr. Willoughby to

¹ Of the Portsmouth: *cf.* No. 900.

² Of the Sapphire.

³ 'Fair Lea' MS.

⁴ The MS. has 'partners,' but there is no other reference to Monck having been ill.

inquire where the fleet was, who informed me that they were off St. Ellen's Point, being four leagues from this place, and where I afterwards saw them, but have stayed here till now for that I was very weary and wanted refreshment.

There are in this town abundance of maimed men both Dutch as well as English, the town being very full of them and prisoners.

I have only this to desire you to acquaint their Honours with, that Mr. Willoughby seems to be a little troubled in sending down chirurgeons here to look after all the sick and wounded men that are or shall come on shore here, whereas there were ten chirurgeons by him provided before, to look after those who were here before their coming down, so that if the first who were employed be dismissed (which yet is not), 'tis probable the poor wounded men will suffer very much, by changing their chirurgeons after they have had them some time in cure. Now if it were that every chirurgeon had his number given to his charge, yet all concurring upon any occasion to the benefit of the whole, I humbly conceive both parties may be satisfied, here being work enough for them all.

I am even now going on board the *Generals*, though it blow very fresh, and have not more to enlarge at present, but begging your prayers for these poor wounded souls that lie here, which are in number above 200.

I remember what David said in another case, 'Mine eye affects my heart,' and so may I say; having seen the sad condition of some of them cannot but have bowels of pity drawn out towards them. I remain

Your very affectionate friend and humble servant,
JOHN POORTMANS.

Portsmouth, the 25 of Febr., 1652, at 8 in the morning.

898. $\frac{\text{Feb } 25}{\text{March } 7}$, 165 $\frac{2}{3}$.—CAPTAIN WILLOUGHBY
TO A.C.

[S.P. Dom. xxxiii. 110.]

Right Honourable,—The Generals (as I am informed) on Tuesday morning last called a council of war, the intent of which being to know the state and condition of the fleet, that so those that were fit for present service might receive order for action, and that those that were maimed might come into Stokes Bay, and into the harbour to be refitted, which are the greatest number. The weather hath proved very tempestuous so that we could not do what otherwise we intended, but so far as our stores will go we shall not be wanting to recruit them, hoping that we shall have a speedy supply to furnish the ships with what we want.

We are taking all possible care for our wounded men; having filled this town and Gosport, we are sending more to other parts. I had provided eight or ten chirurgeons for those that came on shore before any person came from London, and shall not be wanting for obtaining more in case there be need.

Besides our English men, we have seventy of the Dutch wounded and brought on shore for whom we cannot get such accommodation as I could desire, and their coming daily more ashore we cannot as yet give an account of their number and quality.

The use and necessity of a Master of Attendance here in this time of exigency being so great, and fearing the service may suffer for want of one, I make bold to continue my humble request to your Honours for the hastening of one down.

Having not else at present to trouble your Honours with but presentation of humble service,
I rest

Your most humble servant,
FRA. WILLOUGHBY.

Portsmouth, Febr. 25, 1652.

899. *Feb. 25*
March 7, 165 $\frac{2}{3}$.—*J. POORTMANS TO R. BLACKBORNE*

[S.P. Dom. xxxiii. 111.]

Sir,—I am through the goodness of the Lord safely carried on board this ship, though I have done nothing as yet in order to their Honours' commands, only I have acquainted General Deane with what ships were to sail out of the river to the fleet, and he thinks they are most here. He seems to be very earnest for the Commissioners coming down to Portsmouth to consult about the present state of the fleet here. I hope to-morrow to trouble their Honours with a few lines as an account of what I have done here. I hope you will pardon these rude lines, being out of my element, the ship being at this time under sail and blowing very fresh, turning it into the Wight. I remain,

Sir, your very affectionate friend to serve you,
JOHN POORTMANS.

Aboard the Triumph, the 25 Febr., 1652,
at 5 in the afternoon.

900. *Feb. 25*
March 7, 165 $\frac{2}{3}$.—*NEWS FROM PORTLAND CASTLE*

[A Perfect Account, p. 899. B.M. Press Mark E, 689, 14.]

Portland Castle, February 25.

Here are two prizes brought into this place, the one sent in by some of our fleet, which is a Dutch

ship of nigh 300 tons, laden with oil and sugar, the other was brought in by Captain Durnford, captain of the Portsmouth frigate, who was not in the fight, which prize is a Frenchman whose lading is most vinegar and salt.

901. *Feb. 26*
March 8, 165 $\frac{2}{3}$.—ORDERS OF C.O.S.

[R.O., Interr. i. 40, pp. 22–24.]

That a letter be written to the Mayor of Dover to let him know that the Council, having resolved to remove the Dutch prisoners from Dover to Canterbury, do desire him to deliver such of them as are able to march to such officer of Horse as shall be appointed by the Lord General to guard them from Dover to Canterbury.

That a letter be written to the Mayor of Canterbury to let him know the Dutch prisoners at Dover are to be removed to Canterbury, to desire him therefore to take care some convenient place may be assigned for their safe keeping in that town, and that they may be kept at the allowance of 6*d.* per diem, the charge of which shall be defrayed by the Council upon the making out of his account.

That it be referred to the Committee for the Admiralty to take care that all possible means may be used for the furnishing of men to the ships now to go out from the river Thames, as also for the hastening of the said ships out.

That it be referred to the Committee for the Admiralty to take order that the convoy for the north and south coasts may be supplied with fit and convenient shipping, according as the state of affairs shall require.

That a letter be written to Mr. Bradshaw to desire him to contract for 2,000 barrels of powder at

Hamburg for the use of the Commonwealth at the most reasonable rates he can, and to take care to dispatch it hither forthwith, and for the payment thereof to draw his bills at convenient sight upon the Treasurer for the Navy.

Upon a report made from the Committee of the Admiralty and Navy concerning the settling of a post to run directly between Portsmouth and Dover for the better carrying on of the affairs of the Navy. It is ordered that it be referred to the Committee of this Council appointed to take into consideration the business of postage of letters, who are to sit in the Council Chamber on Monday morning, to consider of this business and to report to the Council what they judge fit to be done herein.

That the report made to the Council from the Committee for the Admiralty, concerning the erecting of more powder mills for the serving of the pressing occasion of the State, be referred to the consideration of the Committee for the Ordnance.

Whereas it hath pleased God to give good success to the fleet of this Commonwealth in the late engagement with the Dutch in the Channel; and the Generals being since come with the fleet near the Isle of Wight, Portsmouth, and those parts, the Council judgeth it very seasonable, and for the service of this Commonwealth, that the Generals be advised by what means the present mercy may be best improved, and the other affairs also managed with most advantage as the posture of things now stands. And for that end the Commissioners of the Admiralty are desired with what expedition may be to repair to Portsmouth, and being arrived with the Generals—

1. To congratulate them on their good success against the Dutch fleet, and in the name of the Council to assure them of the just sense the Council

hath of their honourable deportment in that action, and how great a mercy they esteem it that their lives have been preserved, and likewise to signify to the rest of the fleet, who have behaved themselves worthily, the Council's good acceptance of their service.

2. To inform themselves of the present state and condition of the fleet, to the end they may give effectual orders for the speedy supply of what they find them in want of.

3. To hasten out to sea such number of ships as will be necessary to be at sea this summer, and how the same may be managed and disposed of for the honour and safety of the Commonwealth and preservation of trade, and particularly in reference to the Sound, and the trade in the East Sea, as also to the Straits, where the affairs of this State are such that they do require the speedy sending of a squadron of ships, and therefore it is to be considered whether a squadron, as things now stand, may not be spared out of these seas and forthwith sent into the Mediterranean, and the Commissioners of the Admiralty and Generals of the fleet are to represent their opinion therein to the Council with all speed.

902. *Feb. 26*
March 8, 1653.—A LETTER FROM SCARBOROUGH

From Scarborough, Feb. 26.

We are still visited with small pickeroons, who have been these three days hovering about Flamborough¹ Head, and small ships lie close under the high land the better to surprise small vessels as they go and come from the northward. This morning a great fleet of ships passed by, who come from the

¹ MS. 'Flamerborough.'

northward, the wind being then at W.N.W.; we supposing them to be colliers, and that they come from Newcastle and are bound for London, there was near an hundred sail of them or more. Yesterday there was two ships in sight of this place, about five leagues from the shore; they fought about three hours. The weather being thick we could not so plainly discern who they were or who got the better of it, but we suppose it was a private man-of-war that belongs to Yarmouth or Lynn, and a Dutch freebooter.

903. *Feb. 26*
March 8, 165 $\frac{2}{3}$.—*ORDER BY A.C.*

[S.P. Dom. xxxiii. 113.]

By the Commissioners for the Admiralty and Navy.

Forasmuch as the present state of affairs requires our speedy repair to Portsmouth, so that we have not time to make choice of officers to the merchant ships which are to be taken up for the present service:

It is ordered that it be referred to the Commissioners for the Navy, to take especial care for the appointing of all officers necessary for the said ships under the degree of captains and lieutenants, and to see that they be persons fearing God, faithful to the Commonwealth, and able to discharge their respective employments to which they shall be named.

J. HUNT.

R. SALWEY.

GEORGE JOHNSON.

JO. CAREW.

JOHN LANGLEY.

904. *Feb. 26,*
March 8, 165²/₃.—CAPTAIN WILLOUGHBY TO
N.C.

[S.P. Dom. xxxiii. 114.]

Gentlemen,—Yours of the 23rd instant I have received, and am glad to hear that you have taken care for the speedy dispatch of masts, sails, cordage and anchors to us, but should be more glad were they arrived here.

We have a good quantity of canvas already in store, with which we shall use the best husbandry we can in mending such sails as are fit to be mended, but I would desire you to hasten away what suits of sails you can.

As for a particular account of God's dispensation in the last engagement, I am not able justly to relate to you, and therefore shall refer you to the account sent up by the Generals to the Council, by which I question not but you will receive satisfaction.

I shall consult with the chirurgeons about the wounded men and such as are in a capacity of being sent up we shall send forthwith.

The inclosed¹ is a demand of some provisions that are wanting here for the present furnishing of our ships, which I desire may suddenly be expedited down, especially the hammocks, and the twine.

Here is now seven tons of cordage brought hither, which item I can buy for 40s. present ready money to be paid here, but not otherwise, and therefore I shall desire you to speak to the Treasurer to order his instrument here to pay that and such other bills for provisions useful for the Navy as we can procure here, and as I shall see of absolute

¹ Not printed in this collection.

necessity for supply of our stores. This with kind salutes rests your assured loving friend,

FRA. WILLOUGHBY.

Postscript.—Some of the Samson's men since their vessel is sunk are come on shore, and therefore I would desire you to send down one of the sea books she was last paid by, that so if the Commissioners for the Admiralty order the payment of their wages we may know how to pay them.

905. *Feb. 26*
March 8, 165 $\frac{2}{3}$.—*A LETTER FROM DOVER CASTLE*

[*Mercurius Politicus*, p. 2274. B.M. Press Mark E, 689, 9.]

From Dover Castle, Feb. 26.

This evening the packet-boat came in from Calais who was coming forth on Tuesday last, but the Governor of that town caused him to be stayed, because he should not bring intelligence what posture Tromp's fleet were in, which lay (as he affirms) in the road before Calais, with thirty and odd men-of-war; but so maimed as he was, not able for two days' space to put them into a condition to move from that place; their sails, masts, rigging and ships being so miserably torn as never was seen.

Tromp had not a rope up in his ship, many never a mast; some were so leaky as that they were ready to sink in the place; but how they got home, the packet-boat cannot inform us.

Thus by all our English intelligence you see how soundly they have been paid; and yet that you may see how they please themselves with stories of their own, it appears by letters from Holland to some of our merchants here, they are content to make lies their refuge, affirming in those letters that Tromp hath sunk and fired seventeen or eighteen sail of our ships, and miserably torn the whole fleet.

906. *Feb. 26*
March 8, 165 $\frac{2}{3}$.—COLONEL ROUS TO A.C.

[Add. MSS. 22,546, fol. 97.]

Honoured Sirs,—In pursuance of your orders, I have summoned all the seamen and mariners between fifteen and fifty inhabiting within this county of Cornwall to appear before me in convenient places, and have imprest thirty-nine and sent them with their tickets and conduct money to the Mayor of Plymouth, and have an account of one hundred and fifty that upon notice of a press enlisted themselves in the State's ships. There are at least one hundred and fifty stout able men in private men-of-war within this county, which I humbly conceive would be much for the honour and advantage of the nation if taken into public service ; they are very much debauched for want of good discipline. Some there are that did not appear upon summons ; having received no orders more than to press such as would take their money, either from the Council of State or yourselves, I could but persuade, not enforce any. What commands you please to lay on me I shall put forth all my endeavours to express myself,

Yours and the Commonwealth's
faithful servant,
Rous.

Wotton : February 26, 1652.

907. *Feb. 27*
March 9, 165 $\frac{2}{3}$.—BLAKE, MONCK, AND DEANE
TO THE SPEAKER

[Bodleian Library : Tanner MSS. 53, fol. 215.]

Sir,—We should ere this time have given the Parliament an account of God's late dispensation and mercy towards their fleet, but being desirous to do it jointly, and the wind blowing hard, and

keeping us at distance one from another, we were prevented until this opportunity.

After our letter to you of the 12th instant¹ from Dover Road, wherein we gave the Parliament an account of the state of their fleet as it then stood, we made what speed we could westward, being little wind, and upon the 14th day got as high as Beachy, where the wind took us at the west, north-west and west.

The 15th and 16th the wind continued the same ; we plied cross the Channel from the English to the French shore, between Seine Head and Beachy, where we met with divers Hamburgers and Ostenders, who told us the Dutch fleet were some thirty or forty leagues to the westward of us ; only the 16th day it was such foggy weather, we could not see half a musket shot one from another, by which we feared they might have passed by us (with the whole or part of their fleet), notwithstanding we endeavoured to lay ourselves to the greatest advantage that place would afford.

The 17th in the morning the wind came to the north-west, and we got some four or five leagues to the westward of Wight. In the afternoon it proved more westwardly, and standing over to the French shore in sight of the Caskets and Alderney, we met with a ship of the King of Spain's, whereof Captain Martin Mayes was commander, who confidently informed us that Admiral Tromp with his fleet was some twenty leagues to the westward. We endeavoured that night, the wind coming to the north-west, to lay ourselves between Portland and the Caskets, it being not above fifteen leagues from shore to shore. And the 18th day in the morning, being some five leagues distant from the English shore, we descried the Dutch fleet early in the

¹ No. 824.

morning, consisting (as we then judged and are since informed by some of their own number) of eighty, all men-of-war and some two hundred merchantmen, a league and a half to windward of the weathermost of our ships, and of most of the fleet two and three leagues.

The ship *Triumph* with the *Fairfax*, *Speaker*, and about twenty more being nearest unto them, the Dutch Admiral might probably (if he had pleased to have kept his wind) [have] gone away with his whole fleet and we had not been able to have reached him with our main body, only with a few frigates, our best sailers, which had not been likely to have done very much upon them. But the said Admiral, so soon as he had discovered us, put all his merchantmen to windward, and ordered them to stay there (as some that we have taken have since informed us) and himself with his body of men-of-war drew down upon us that were the weathermost ships, where we were in a short time engaged, and by reason the greatest part of our ships were to leeward and much astern, those that were weathermost had a very sharp conflict of it that whole day till about four o'clock in the afternoon, by which time a considerable number of our ships and frigates had got so far ahead that by tacking they could weather the greatest part of the Dutch fleet, which so soon as the Dutch Admiral perceived he tacked likewise, and those with him, and left us. We spent the remainder of this day and night to man ourselves out of the weaker ships, and to repair our rigging, masts and sails, without which we were not in a capacity to move in the sea. We took and destroyed this day seven or eight men-of-war. They had possession of Captain Barker in

¹ This would seem to mean that it was not till 4 P.M. that the White squadron came into action. Cf., however, next page.

the Prosperous, Captain Bourne in the Assistance, the Oak, and some other ships, but, blessed be God, we repossessed again with the loss of some of the assailants. The leewardmost part of our ships continued fighting till night separated us, being engaged within two hours as soon as we. We lost the Sampson, whereof Captain Button was commander, which was so much torn and unserviceable, the captain and many men wounded and slain, that we took out the men that were left and let her sink in the sea. At night the Dutch fleet and we kept as near one another as we could conveniently without mixing, each of us having our lights abroad all night, the wind westwardly and little wind. They steered directly up the Channel, their merchantmen ahead and men-of-war in the rear. We were in the morning some three or four leagues to the southward of Wight; as soon as it was day we made what sail we could after them, but being calm could not get up until noon, and our main body not until two of the clock, by which time we drew very near each other, and had warm work while night parted us. We took and destroyed this day some five sail of men-of-war. The Dutch fleet steered up the Channel with their lights abroad, we followed, the wind at west-north-west, a fine little gale all night.

The 20th day about nine o'clock in the morning, we fell close with them with some five great ships and all the frigates of strength, though very many others could not come up that day; and seeing their men-of-war somewhat weakened, we sent smaller frigates and ships of lesser force that could get up amongst the merchantmen, which put their whole body to a very great trouble, that many of them and their men-of-war began to break off from their main body, and towards the evening we pressed so hard upon them that they turned their merchant-

men out of their fleet upon us (as is conceived) for a bait. We gave strict order that none of our ships that could get up to their men-of-war and had force should meddle with any merchantmen, but leave them to the rear. We continued still fighting with them until the dusk of the evening, by which time we were some three leagues and a half off Blackness in France, the wind at north-west, we steering directly for that point of land, having the wind of the Dutch fleet, so that if it had pleased the Lord in His wise providence, who sets bounds to the sea and overrules the ways and actions of men, that it had been but three hours longer to night we had probably made an interposition between them and home, whereby they must have been forced to have made their way through us with their men-of-war, which at this time were not above thirty-five as we could count, the rest being destroyed or dispersed. The merchantmen also must have been necessitated to have run ashore or fallen into our hands, which as we conceive the Dutch Admiral being sensible of it just as it was dark bore directly in upon the shore, where it is supposed he anchored, the tide of ebb being then come, which was a leewardly tide. We consulted with our pilots and men knowing those coasts and parts, what it was possible for them to do, whose opinions were that he could not weather the French shore, as the tide and wind then was, to get home, and that we must likewise anchor, or we could not be able to carry it about the Flats of Somme,¹ whereupon we anchored, Blackness bearing north-east and by east some three leagues from us. This night being very dark and blowed² hard the Dutch got away from us, so that in the morning we could not discover one ship more than our own, which were between forty and fifty,

¹ MS. Soame.

² *Sic* MS.

the rest being scattered, and as many prizes as made up sixty in all. We spent all this night and day while (*i.e.* till) twelve o'clock, in fitting of our ships' masts and sails, for we were not capable to stir till they were repaired, at which time, being a windward tide and the Dutch fleet gone, we weighed and stood over to the English shore, fearing to stay longer upon that coast, being a lee shore.

The 22nd day in the morning we were fair by the Isle of Wight, being the place whereunto we then thought fit to repair for accommodation, but the wind blew so hard northwardly, we could not get in that day.

The 23rd day we weighed and got near St. Helen's Road, and sent for all the captains on board to understand the state of the fleet, but it blowing hard we were not able to accomplish it, only we commanded all the ships that were disabled to turn into Stokes Bay and the rest remained about us. The next day we sent for all the captains aboard of this ship, and ordered out two squadrons, one to ply to the eastward, the other to the westward of the Wight, the last of which sailed yesterday, being the 25th present. It hath blown so hard we have scarce been able to send our boats one from another or do anything till this day that we were got up to this place, where account is taking of the state of the whole, which as soon as perfected [shall] be transmitted to the Council of State or Commissioners of the Admiralty for their consideration, that necessaries may be provided for our supply. Thus you see how it hath pleased the Lord to deal with us poor unworthy instruments employed in this late transaction, wherein He hath delivered into our hands some seventeen or eighteen of their ships of war, which have been by your fleet (without the loss of any ship save the Sampson)

taken and destroyed, besides merchantmen whose number we know not, they being scattered to several ports.

We have ma[n]y men wounded, and divers both of honesty and worth slain. The condition of the widows and orphans of the one, as also the languishing estate of the other, we do humbly present to your consideration, and most earnestly desire that you will be pleased to take such effectual course for the relief and supply of them, as may be answerable to the great trust God hath reposed in you, and His mercy bestowed upon you and this nation, and as may encourage others of faithfulness and honesty (if there shall be further cause) to hazard their lives and limbs in the future for the preservation and interest of God's people, those rights and liberties which God and nature hath afforded us; and that His spirit may so guide you that improvement may be made of this deliverance to the advancement of His glory alone (who hath wrought the same), the good and welfare of His people and this Commonwealth, is and shall be the earnest prayers and endeavours of

Your most humble Servants,
ROB. BLAKE,
RI. DEANE,
GEORGE MONCK.

Aboard the Triumph the 27 Feb., 1652, in Stokes Bay.

908. $\frac{\text{Feb. 27}}{\text{March 9}}$, 165 $\frac{2}{3}$.—*A LETTER FROM DEAL CASTLE*
[*Mercurius Politicus*, p. 2274. B.M. Press Mark E, 689, 9.]

From Deal Castle, Feb. 27, 8 at night.

This afternoon the ship Success, who is one of that squadron which is to ply betwixt Beachy and Black Nesse, is come to anchor here, and hath

brought in a galliot hoy who saith he is of Hamburg, and bound for Dunkirk with wine from France. He saith that when he came from Newhaven there was Tromp's Vice-Admiral and one ship more there at anchor, and that the Vice-Admiral himself was slain, and that there were but six sound men left aboard that ship, all the rest being killed or wounded.

909. *Feb. 27*
March 9, 165 $\frac{2}{3}$.—*NEWS FROM PORTSMOUTH*

[*Mercurius Politicus*, p. 2287. B.M. Press Mark E, 689, 16.]

From Portsmouth we are certified that General Blake is in a hopeful way of amendment from his fever.

There is nothing further of any sea action. The loss that the Dutch received in the last is supposed to be of no less than two thousand slain. We have now of the Dutch prisoners in several places about fifteen hundred. How great numbers they have wounded, we expect to hear out of Holland.

The loss on our side is, by all computation, three hundred and odd slain; and we have about three hundred wounded, which, considering the power of the enemy, was an extraordinary mercy.

910. *Feb. 27*
March 9, 165 $\frac{2}{3}$.—*A LETTER FROM ABOARD THE TRIUMPH*

[*Mercurius Politicus*, p. 2273. B.M. Press Mark E, 689, 9.]

From aboard the Triumph, Feb. 27.

These are to let you understand, that we have not any certain knowledge of the enemies' losses as

yet ; but so far as known I here present them. Sir John Evertsen,¹ one of their Admirals, was slain ; one of their Vice-Admirals also, and two of their Rear-Admirals—whose ships were sunk, as also the Vice-Admiral's ; one of their Rear-Admirals taken prisoner, now with us, whose ship is now at Portsmouth, having of 250 men but thirty living. And believe it, their loss of men is very great throughout the fleet, though we can neither give their quality nor number.

For ships we lost none but the *Samson*, that our own men sunk ; of theirs we sunk, burnt, and took above twenty men-of-war, besides what they themselves sunk in the night, after the first day of fight ; for myself next day, early in the morn, saw them unrig some ships, which they sunk forthwith ; and I believe it was all their night's work to fire and sink those ships that were rendered unserviceable, since they saw it was their business to fly for it ; so that you cannot expect any particular certain relation of their loss till it come from Holland. But this I know, of eighty or eighty-five men-of-war, they escaped only with thirty-five. Now some run away in the fight to the French coast ; viz. five that were put to leeward by Vice-Admiral Penn, &c., the rest are in our hands, and fired and sunk. I shall add no more but my humble request that you would help us to bless and praise God ; for as he says, Deut. iv. 7, and 2 Sam. xxvii., 'What one nation,' &c. 'Bless thou the Lord, O my soul !' &c. Help us by your prayers as you have, and the Lord help us all to fear and love Him. You may take notice of the haughty conceits of this people ; they might have gone from us, but their pride brought them down to us ; they thought we durst not stay them one broadside ; nay, they disputed whether

¹ MS. Everson : this statement was inaccurate.

they should clear their ships, and fit themselves for fight or no ; nay, they had further instructions to ride in Portland road, and turn their convoy homewards. Such was their vain confidence ; and thus are men caught¹ in the devices and imaginations of their own hearts. I shall add only one word as touching our captain—that precious soul Capt. Ball, with whom I was conversant in life and death during his abode on board the *Triumph*, and in both he was very precious to me ; he was very courageous till cut off, which was very suddenly. I caused him to be carried into his cabin, where I had some discourse with him, which was comfortable and Christian, and am able to testify that he died not like a fool, (as the Word saith, ‘Died Abner as a fool,’) but a valiant man and a Christian.

General Blake I hope will do well ; he is now on shore. Gen. Deane and Monck are on ship-board.

911. *Feb. 28*
March 10, 1652².—CAPTAIN W. HILL TO C.O.S.

[S.P. Dom. xxxiii. 116.]

Sir,—I make bold to acquaint your Honours of our being here. We are eleven sail and our station is between the head of Portland and Blackness. We being all of us off Beachy the 25th of this present, we met with so much wind between the west, south-west, and north-west that we could not keep it up but drove under a main course until we came up as high as Folkestone, then night coming on the 28th day, and that place somewhat dangerous, we with our whole squadron bore up for the Downs. We shall, God willing, away to sea again to-morrow

¹ MS. ‘Ketcht.’

if the wind serve. I humbly intreat your Honours
to acquaint our Generals of our being here.

Your most humble servant,
WM. HILL.

From on board of the Sapphire frigate
in the Downs, Feb. 28th, 1652.

912. $\frac{\text{Feb. } 28}{\text{March } 10}$ 165 $\frac{2}{3}$.—INSTRUCTIONS OF A.C.

[S.P. Dom. xxxiii. 118.]

*Instructions for Captain John Hosier,
commander of the Magdalen.*

In pursuance of orders from the Honourable Commissioners of the Admiralty :

You are with the ship under your command, with the Tenth Whelp who is appointed to convoy for Newcastle and hereby required to follow your orders, forthwith to take into your charge all such ships and vessels as are in the river Thames bound for Newcastle, and with the first opportunity of wind and weather to set sail with them, in company of the ships Swan, John and Elizabeth, Weymouth pink, Briar, and the Adventure,¹ that are bound as a convoy northwards or of so many of them as be now ready, to convoy the said merchant ships with all care and expedition into the port of Newcastle, and so soon as a convenient number of ships shall be there ready to come for London you are to take them into your charge and to return with them as high as the Hope or Lee road as occasion shall require.

You are hereby strictly charged and required that neither yourself nor any under your command

¹ Cf. No. 856, *note*.

do demand or receive of any of the ships you convoy any money, gratuity, or other reward whatsoever.

You are likewise to keep a perfect journal and diary of your proceedings in this service, and from time to time to give the Commissioners of the Admiralty and us a frequent account thereof, and to observe and follow such orders and directions as you shall receive from the Parliament, the Council of State, the Generals of the fleet, or Commissioners of the Admiralty for the service of the Commonwealth in this your employment as convoy.

We have herewith sent you the laws and ordinances of war for the regulating and better government of your own ship and those with you.¹

913. *Feb. 28*
March 10, 165 $\frac{2}{3}$.—*LETTER FROM ABOARD THE NONSUCH*

[*A Perfect Account*, p. 899. B.M. Press Mark E, 689, 14.]

From aboard the Nonsuch frigate, Portsmouth, Feb. 28.

We can tell you no news of the Hollander, but believe he is gone home to recruit his forces, and then to try another bout, which if he do, we shall be ready for him. Their gallant Mr. Tromp when he was in France (we understand) wore a flag of broom, and being demanded what he meant by it, replied that he was going to sweep the narrow seas of all English men. And indeed at our first encounter he, having the weather gage, came on so furiously as though he intended to swallow all up, but he found to his cost that English men will fight. I shall not need to mention particulars, which you have had so fully already. We are

¹ Almost identical orders were issued to Captain R. Wyard of the *Adventure*, who was to proceed to Inverness.

much bound in this ship to admire God's goodness having had our share in the engagements, and but one man dead, Mr. Morris shot with a great shot, the master shot in both legs, and eight or ten more wounded.

914. $\frac{\text{Feb. } 28}{\text{March } 10}$ 165 $\frac{2}{3}$.—*MAJOR RICHARD SALWEY TO THE COMMISSIONERS AT CHATHAM*

[S.P. Dom. xxxiii. 120.]

Gentlemen,—It was seven o'clock ere I got to Whitehall, and the Council was up ; only found the Lord President upon the place, and by him understood that the Council had already desired the Lord General to send down to the fleet 1,200 soldiers, and that he had ordered 500 out of his own regiment to be at Gravesend to-morrow, and directed 500 more from Colonel Ingoldsby's, which lie near Sandwich. Upon intimation hereof I thought it requisite to entertain the motion of the Lord President for a Council presently to sit, which was done accordingly, who, having a general account of affairs, with excuse that the list was not more perfect (which indeed though both had some mistakes as to names), I desired that your proposition relating to the serviceableness of the land soldiers as was proper might be considered. I perceived them impatient as to anything of delay, and therefore, having more than once represented the grounds of the Generals' desires in the paper sent up, being desired to withdraw I left them, and having afterwards sent in to know if I should longer attend, was dismissed.

Nevertheless, I desired Mr. Creed to wait the General's coming forth, and to receive his commands when and where I should attend him, and in mean-

time found out Colonel Goff, Colonel Rich, Sir A. Hasilrig, and Alderman Allen, and endeavoured to make them sensible of the importance of this business, and indeed expected to have had an opportunity to-morrow morning to have spoken with them together about it; but just now, being about twelve o'clock, Mr. Creed acquainted me that the Council being newly risen, my Lord General sends word by him to me that all is dispatched, and express going to carry you the particulars, which I was unwilling should come without this account from your humble servant,

R. SALWEY.

I have sent for Captain Aldern and Major Thompson, and shall quicken them all I can. I observed nearly twenty ketches sailing to and from Gravesend, I hope to the fleet.

Mr. Scot's news comes herewith. It is said Bushel's frigate of 32 guns is taken out of Deal road.

915. $\frac{\text{Feb. 28}}{\text{March 10}}$, 165 $\frac{2}{3}$.—*ORDERS OF C.O.S.*

[*R.O.*, *Interr.* i. 40, pp. 27, 29.]

That it be referred to the Committee of this Council formerly appointed to consider of the disposition of prisoners taken in the last engagement, to consider to what places the prisoners, which are now in Portsmouth, may be disposed, and to report their opinions therein to the Council.

That Mr. Thurloe look out the directions that have been given to the Council concerning commissions for setting out private men-of-war in Scotland, and report it to the Council to-morrow in the afternoon.

Letters were written to the Commissioners in Scotland concerning this business, and since, orders to the Judges of the Admiralty. Let them be looked out.

That Mr. Scot do humbly move the Parliament for their direction concerning several English, Scotch, and Irish that were taken prisoners aboard the Dutch ships and in their service in the last engagement.

That Major G. Desbrough be desired to take order that the town of Plymouth may make use of the Castle and houses thereto belonging for placing such sick and wounded seamen that shall be sent thither from the State's ships until the Parliament or Council shall take further order therein.

916. *Feb.* $\frac{14}{24}$ *Feb.* 28
Mar. 10, 165 $\frac{2}{3}$.—EXTRACTS FROM THE
JOURNAL OF THE MONNIKENDAM

[Archives of the Hague. Translated.]

Feb. $\frac{14}{24}$.—We counted that we were 227 sail¹ strong. In the evening, after sundown, we had the Scilly Islands sixteen miles N.N.E. of us. We sailed under a foresail and fore-topsail; had cast the lead in seventy fathoms of water; white sand at the bottom, with a little coarse sand mixed. At night we had very little breeze; course as before.

Feb. $\frac{15}{25}$.—In the morning the wind N.N.W., with good weather and a fine breeze; we cast to leeward and heaved the lead in sixty-three fathoms of water, with a white sandy bottom. We then headed off, hoisting our fore-topsail at the same time, course N.E. by E. At noon saw the Scilly Islands N.E. by N. of us. About two o'clock we had the Scilly Islands N. of us, about two miles,

¹ If there were eighty-one men-of-war (*cf.* p. 2), this would make the convoy 140 sail.

course E. Then Captain Malcontent came on board for some ship's stores. He said he had yesterday been on board Captain Spanheim's ship, and understood from him that his ship was very leaky. He had also given orders to Malcontent to separate a little from the fleet during the day, to see whether by that means he could not get news of the English, returning to the fleet in the evening so as to be out of danger, and not to fail therein. In the evening, about three o'clock, our Admiral lay to and let himself drift, and hoisted a blue pennon from the flagship. I¹ also lay to leeward, because we saw two ships from the topmast behind us, coming up towards us, and we hove to to wait for them. About half an hour afterwards our Admiral headed off, still flying his pennon as before. We then fetched off also, to come up with our Admiral so as to find out what he meant; when we came close up by him, he hauled his signal in, upon which we brailed up our sails and let ourselves drive. Three convoyers were a little way behind us, waiting for the two ships which were just coming up in the rear; we believe they joined the others and sailed on with us. We then headed off with our foresail and main-topsail half mast high; course East and East by South. Land's End was four miles to the North of us. We hung out two lights. In the second watch we brailed up the clues of our foresail, and braced the main-topsail up to the mast, by which means we got nearer our Admiral. We were now 223 sail strong, as well as we could count.

Feb. $\frac{1}{2}$ 6.—In the morning the wind was N. by W.; course N.E. by E. The ships of the fleet were all close up together. About ten o'clock we had the Lizard N.N.W. of us, about four miles off. In the evening about four o'clock we saw the Start,

¹ *I.e.* Pieter Florissen, Rear-Admiral of the Fleet.

about four miles N.E. of us. Our Admiral hoisted his blue flag aloft, and cast to leeward. Upon this all the merchantmen came up round him to understand what he meant; because some of the merchant-ships were bound for St. Malo and other places in Brittany, and it was therefore necessary to give them likewise a convoy; orders were given for this purpose to Commodore Cornelis Evertsen and Captain Le Sage.¹ Before sundown I headed off, with my foresail and main-topsail half-mast high; course N.E. by E. Wind N.N.W. and N. by W., with a tolerable breeze. During the night, in the first watch, the wind dropped; at the end of the second watch there were light airs from the S.S.E. Our Admiral gave the signal to back by firing a shot. We did the same, course E., but still calm.

Feb. 17.—In the morning, calm weather, we lay to and drifted. Our Admiral bent to one side as he went. About ten o'clock a light air blew from the W.S.W., course N.E. Start Point lay three miles N.N.W. of us. In the evening the Start lay six miles N.W. by W. of us. A little before sundown our Admiral signalled with his small flag. I therefore launched my pinnace, and bore down towards our Admiral, who was making towards our Vice-Admiral, who was on our lee. Shortly afterwards our Admiral lay to, and hauled the little flag in; he also took his foresail in and sailed the same course as before; I was therefore unable to come on board him. About half an hour after sundown Vice-Admiral Johan Evertsen and de Ruijter came on board in the Admiral's pinnace, and asked me whether I had missed any of the ships. I answered 'No; I supposed they were all there.' On this they said our Admiral was going ahead, and did not intend

¹ MS. has Lasaijse, but *cf.* Evertsen's Journal (No. 908) for Feb. $\frac{16}{9}$.

to anchor under Portland, because our Admiral thought that none of the ships had got behind. There was very little wind during the night, and consequently we did not do much good.

Feb. $\frac{1}{2}$ ⁸.—At day-break several cannon-shots were fired in the rear of the fleet. I at once made in that direction to see what it might mean. After we had run a little way towards that quarter, a pink came up with us, the same that had fired the said shots, bringing letters from their Lordships to our Admiral. They reported that yesterday they had been pursued by the English fleet, which was sixty ships strong. We then tacked with the pink to our Admiral. When we came up with him, our Admiral called to me that as soon as ever we had got the letters out of the pink we should bear down forthwith on the English armada, which we could see on our lee; and this we did, and sailed with the spritsail extended foreward, and set all the sail we conveniently could. About eight o'clock we came up with the English armada. We were the first of the fleet. We ran across in front of our Admiral, at the English Vice-Admiral, so as to separate the English ships one from another. When we came up with them, several English frigates that were close together opened a fearful fire on me from their five or six ships all at once. Nevertheless I was not behindhand in answering them, but as I had run to leeward of our fleet, and received no assistance from our squadron, I suffered heavy damage. The English followed us with their five or six ships; shot our main-yard into two pieces, so that it fell down on deck; and our mizen-yard also, together with the sails, ropes, courses, and brails, so that we had nothing left standing. We were therefore entirely disabled, and had already

¹ Possibly Lawson, especially if he was astern of the *Triumph*.

eight killed and a number of wounded. The fight lasted from morning (as above said) until two o'clock in the afternoon. Had my squadron come to my assistance in accordance with their orders and instructions, I should, with God's help, not have failed to get the better of the enemy, as I had made up my mind to do. For the enemy (at least so it appeared) had no superfluous courage, for though I was lying drifting helplessly, they nevertheless dare not close with me, although I was close up with the English Vice-Admiral and several frigates. We then saw that our Admiral was to windward of us, having tacked to the North. I did the same, in order to come up with our Admiral. We got the decks clear again as well as we could, and got up with the rest of our ships. Towards evening the wind dropped. We had an East Indiaman on our lee ; I bore down towards her and Captain de Wilde, who sailed by me ; and came up with her not until nearly sundown, when I spoke her. They said the captain, lieutenant, mates and all their officers were killed, and also the greater part of the ship's crew. In reply I told them if they stood in need of anything, to come on board me, because I could not come on board them, as my boat and pinnace were all shot to pieces, and very unfit to put out in, and that I should hang out two lights so that they could keep close up with me ; but Captain de Wilde brought them a rope with which to tow her. During the night we drifted in calm weather, and understood that Captain Poort had sunk under fire.

Feb. 19
Mar. 1. —In the morning there was no wind. Our Admiral hoisted the white flag. I therefore went on board him, and we saw that the East Indiaman was surrounded by the English. Our Admiral asked Captain de Wilde how it came about that the East Indiaman was in among the English, because

we had made but little sail during the night. Captain de Wilde answered that the crew of the East Indiaman were drunk, and would not make sail, and he had therefore been obliged to slip their rope and let them drift. We heard also that Captains Balck, Pieter Allertsz., Joris van Saen, Joost Bancker, and Sweers were killed yesterday. Our Admiral then very earnestly charged all the captains who came on board his ship, to do their duty well according to the oath they had taken, and that each one of them should pay great attention to the commanding officer under whom he was ranged. About one o'clock in the afternoon we had light airs as before. The English armada came up with us again, and there was heavy firing on both sides. We defended our merchantmen as well as we could. I had previously charged all the captains in my squadron in the same way as the Admiral did this morning. Nevertheless we had little support. I also called to Captain Gabriel Theunissen to remain with me, in accordance with the written instructions specially given him. In reply I was informed from his ship that he took little account of that. I then called to him, that if it pleased God to bring me home again, I would take care to settle with such rascals. In the fight my main-topmast and mizen-yard were shot down again after having been previously repaired. We also received several shots under water, so that it was with difficulty we kept afloat. Towards evening Gijsbert Malcontent and Bruijn van Seelst were taken by the enemy, because, as I suppose, they had caught fire. Towards evening we came close up by our Admiral, who called out to me to sail a little ahead in the fleet, because I was so much damaged. In the evening there was little wind, and after sundown, when we could no longer see, the firing ceased on both sides.

^{Feb. 20.}
^{Mar. 2.}—In the morning, fine weather with a Westerly wind; course N.E. We were still pursued by the English armada. About two o'clock they came up with us again, and there was heavy firing on both sides. In the afternoon we dropped to the rear of the fleet, because our ships were setting all sail that they conveniently could. Nevertheless, we kept up a vigorous fire against the enemy, and they on us. We again got several shots under water from their guns, and were sometimes in danger of sinking; and all we had repaired yesterday was now shot to pieces again. Towards evening I signalled to Captain Gabriel Theunissen with my blue pennon from the flagstaff, but he did not come up, although his written instructions expressly state that he is to remain with me. Before sundown our Admiral ordered Captain de Wilde to tow us into safety, because our topmasts, yards, rigging and everything on the ship were all to pieces. They brought us a rope and took us behind them. In the evening we came into the Straits; had Gris Nez five miles off. During the night, in the morning watch, in fine weather, our mainmast fell overboard. We immediately cut the cables by which it was hanging, and thus rid ourselves.

^{Feb. 21.}
^{Mar. 3.}—In the morning the wind was N.N.W., blowing a stiff breeze. About ten o'clock we saw Gravelines two and a half miles S.S.E. of us. Behind us we saw our Admiral, Commodore de Ruijter, and a number of other ships lying at anchor. We also anchored in sixteen fathoms of water. The Polders lay half a mile from us, so that we could see the fire there. Our ship was quite leaky from the firing, as said above. Towards evening the wind rose; it was very difficult to keep our guns standing, because we tossed so, owing to the loss of the mainmast.

During the night the weather moderated a little, and my pilot and trumpeter died of their wounds.

Feb. 22
Mar. 4—In the morning the wind was N.N.E., with tolerable weather. We gave our ship such repairs as we could. At noon we shortened our rope, thinking the Admiral would make sail; towards evening our Admiral still lay at anchor; we did the same. I therefore sent Captain Jan Heck to the Admiral to ask him if he did not think it would be well for me to put in to Goree or the Wielings; but remained lying at anchor, so as not to diminish the fleet. In the evening the wind was North with good weather. Jan Heck returned to me, reporting that our fleet was under sail. We weighed anchor immediately, and also made sail.

Feb. 23
Mar. 5—In the morning, at dawn, we saw our fleet to windward. We accordingly made sail with our foresail, mizzen, and the ringsail on the stump of the mainmast; backed at once N.N.E. We then got a rope again from Captain de Wilde, and were towed by him. In the afternoon we got nearer the fleet; at four o'clock our Admiral hoisted the white flag; I accordingly went on board him. He gave orders to each captain to run in to the place from which he had sailed. Towards sundown our Admiral proceeded on his way, and all the rest of the ships, to their destinations. We made fast again to de Wilde's ship; course N.N.E. About half an hour after sundown we got a strong wind with a little rain. During the night, in the middle of the first watch, the wind shifted to the N.N.W. course N.E. by E. In the second quarter we anchored because we could not sail close enough to the wind. In the morning watch it began to blow a gale with a great deal of hail and snow.

Feb. 24
Mar. 6—In the morning the wind N.N.W., boisterous weather and a rough sea. Were in

some danger of sinking, because (as has been said above) we were very leaky, and were obliged to keep the pumps constantly at work. We hoped that the Lord God would very soon grant us a safe haven. At noon my corporal and drummer died of their wounds.

*Feb. 26*¹
Mar. 8—In the morning the wind W.N.W. with boisterous weather. Pumped continuously with two pumps. Course N.N.E. About ten o'clock we saw a galliot on our lee; we bore down towards her. When we came up with her we saw Kijck-duijn. Could not get a pilot on board, because the sea was running very rough, so the galliot sailed ahead of us, and we followed her. At one o'clock at midday we came into Texel and anchored in fourteen fathoms of water. God be thanked for the mercy he has shown us. We hoisted a flag for a bilander, but did not get one to-day.

Feb. 27
Mar. 9—In the morning the wind S.S.W., with boisterous weather; signalled for a bilander again, and fired several gun-shots. At noon a lighter came from Wieringen. Agreed with them for twenty-five gulden to take my wounded to Hoorn. About three o'clock we got under Wieringen. Wind S.S.E., blowing very hard, with driving snow. At sundown we got under Medemblik; remained lying there till three o'clock at night, then made sail, and sailed towards Enkhuijsen.

Feb. 28
Mar. 10—At six o'clock in the morning we reached Enkhuijsen. Found there the Delegates of their H.M. and their Lordships, together with the Lords of the Admiralty. We gave them a report regarding the last engagement of the $\frac{18th}{28th}$ Feb., $\frac{19th}{1st}$, and $\frac{20th Feb.}{2nd Mar.}$, between the Dutch and the English fleets. Then received permission to go home. At three o'clock in the afternoon hired a bilander for

¹ A day omitted.

Monnikendam, which I reached at seven o'clock in the evening.

Memorandum of killed and wounded on Rear-Admiral Pieter Florissen's ship in the last engagement, which took place on the ^{18th} Feb., ^{19th Feb.} ^{28th} and ^{1st Mar.} ^{20th Feb.} ^{2nd Mar.}, 1653, between the Dutch and the English fleet:

Killed.

1. Jan Govertsz., boatswain's mate.
2. Pieter d'lakey.
3. Gloudy d'fransman (the Frenchman).
4. Lourens Jansz., of Westhiel.
5. Albert Mynertsz., of Oldenb[urg].
6. Joost Eselen.
7. Pieter Hendricxz., soldier.
8. Hans Coendraet, soldier.
9. Pieter Fransz., trumpeter.
10. Pieter Martsz., Corporal.
11. Jan Hendricxz., pilot.
12. Tomas Tomasz., of Amsterdam.

Wounded.

1. Rem Janssen Ringh.
2. Jan Claesz, of Monnikendam (his arm shot off).
3. Jan Foli, Frenchman (his arm shot off).
4. Ariaen, of Schevelingen.
5. Cornelis de Leeuw.
6. Pieter Fredericxs., of Hoorn.
7. Cornelis Speck, of Monnikendam (his arm shot off).
8. Jan Fopsen, chief boatswain.
9. Jan Spoens.
10. Jan Fredericxz., cook.
11. Dirck Cartensz.
12. Thomas van Sweden.
13. Hendrick Willemsz.
14. Jan Hendricxz.
15. Niclaes Roy.
16. Jan Tijssen.
17. Ariaen Timmerman.
18. Fijs Janssen.
19. Reijnier Lamberts.
20. Reijmont Abramsz., gunner.
21. Sijmon Fransz.

917. *Feb.* $\frac{1}{2} \frac{6}{6}$ — $\frac{\text{Feb. } 25}{\text{Mar. } 7}$, 165 $\frac{2}{3}$.—EXTRACTS FROM
EVERTSEN'S JOURNAL¹

[Archives of the Hague. Translated.]

Wednesday

Feb. $\frac{1}{2} \frac{6}{6}$.—The wind to the N., N.N.W. and N. by W. with overcast sky and dark sea. our course N.E. by E. in the morning, when we sighted the Lizard five miles to the N.W. by N. Afterwards our course was E.N.E. Commodore de Wilde was sent off with six ships towards the land to see if he could gain any knowledge of the English or to take any of their ships. At sunset the West point of the Start or ² lay N. by E. three miles from us, our course being then E.N.E., and then Commodore Cornelis Evertsen and Captain Jan Le Sage were sent to convoy the ships going to St. Malo part of the way, but there was only found one, all the others having sailed without our knowledge. In the night the wind fell, blowing from the E. so that three glasses after midnight we were obliged to take to the southwards from the Start.

Thursday

Feb. $\frac{1}{2} \frac{7}{7}$.—In the morning it was quite calm with good clear weather, and we lay and drifted about the Start, but in the forenoon the wind came to the W. and W.N.W.; our course lay E. by N., E.N.E., and sometimes N.E. by E. We spoke to two Hamburgers coming from Malaga with wine, which had been brought into Falmouth, and after having lain there for some time were set free: they reported great pressing in England both by water and by land in order to obtain men.

¹ His ship was the *Hollandia*, cf. *N.R.S.* XXX. p. 222.

² Blank in MS.

Friday

Feb. 12⁸.—Before daylight we heard some shots fired to windward,¹ and at daybreak we had Portland to the N.W. as far as we could calculate three miles off. The wind was N.W. by N., and N.W., and we saw to the leeward a fleet of seventy sail all English. We made for them before the wind, and then saw Commodore Cornelis Evertsen and Captain Jan Le Sage returning to us from their convoy employment. We fell into fight with the English about nine in the forenoon. Admiral Tromp with us and some other ships charged Admiral Blake and his squadron of about thirty or thirty-two ships. The two squadrons reduced one another to a condition of harmlessness, everything having flown in pieces so that we being to leeward² could not carry out our purpose of boarding, and the English continually fell back before us. But Commodore Michiel De Ruijter with Commodore Balck and one or two of our ships being beset by the English we, with some of our squadron, then sailed up to them and freed them, so that Commodore De Ruijter captured an English ship with forty-four guns and 170 men, the Captain being John Bark,³ which had been boarded by many of his men. On the other hand were lost on our side, Captain Jacob Cleydyck of Rotterdam, whose ship was sunk, though his crew was saved by Captain Joannes van Regenmortel except seven or eight

¹ This must have been the pink mentioned by the Monnikendam, *cf.* p. 180.

² This is somewhat obscure. The Dutch had the wind of Blake and it was the English who were to leeward, but possibly Evertsen may have passed under Blake's stern and engaged on the opposite quarter, or been put to leeward by Penn when he came to Blake's help. Blake lying-to would naturally drift to leeward, but he does not seem to have retired deliberately.

³ Barker: see D. N. B. His ship was the Prosperous which was retaken by the Merlin, *cf.* No. 851.

men : also was sunk Captain Cornelis Janssen Poort, it not being known what became of his crew, though it was said that he had first taken an English ship and was afterwards surrounded and beset by five others. Captain Hendrick de Munnick having his mast shot away by the English was taken and afterwards set on fire. The English also took from us the ship the *Vogel-Struijs* belonging to the East India Company, the Captain named *Astriaen Cruych*,¹ and also of our ships that of Captain *Wichelma*² was blown up by her own powder, that of Captain *Isaac Zween*³ was sunk by the firing of an English ship at his side ; the Rear Admiral of the Blue sank at the same time.⁴ How it fared as to saving the crews of both the ships we shall afterwards hear. Also was taken the ship of Captain *Cornelis Loneque*, the commanding skipper, *Black Pieter*, having been wounded, having before helped *Commodore De Ruijter* to take the Parliament's ship. Captain *Abraham van Campen* was also sunk. The names that follow are those of the Captains who were killed as far as is known :—*Commodore Aug. Balck*, *Joris van Zaenan*⁵ ; *Cornelis Janssen Poort* ; *Abr. van Campen* of Amsterdam ; *Corstiaen Corstiaensen* ; *Pauwels van der Kerckhoff* and *Hendrick de Munnick* of Rotterdam ; *Joas Banckers*⁶ ; *Joannes van Regemortel* and *Joannes Michielsen* of Zealand, *Pieter Aldersen*⁷ of Hoorn, *Dirck Schey* and *Sipke Fockes* of Friesland.

¹ 'Kruijck,' *Ruijter's Journal*.

² 'Wiggelma,' No. 877.

³ 'Sweers,' *Tromp*, No. 877.

⁴ It is not clear if this is meant for an English ship ; had it been a Dutchman the name would surely have been given, besides which the Dutch do not seem to have used this system of describing their squadrons.

⁵ 'van Saen,' No. 916.

⁶ 'Joost Bancker,' No. 916.

⁷ 'Allertsz.' No. 916.

Saturday

Feb. 19.
March 1.—Calm, as it had been all through the night, and in the forenoon the wind came with a little cold from the W. and W.N.W. and sometimes N.W. so that the English sailed up to us, and we therefore made shortened sail toward our most leewardly ship, and we were then about three or four miles from Walfershoon¹ athwart our course, and after much fighting and shooting, they cut off Captain Jan le Sage and boarded him from two stout frigates and took him in a short time, the Captain being killed, and afterwards also Captain Bruijn van Seelst being burnt by an English frigate with which the fight ended. Our course was E.N.E. and E. by N.

Sunday

Feb. 20.
March 2.—In the morning Bevesiers² to the N. and N. by E. from us four miles off. Our course E. by N. At last the English came to attack us again and after much firing they again cut off Captain Stoffel Jariaensen, after they had shot away his mainmast, and after that also the Skipper Jan Jacobsen of Middelburg, coming from the West Indies, which had become entangled with the ship of Commodore Balck, and so drove amongst the English, the aforesaid ship of van Balck fought through them, and as our chiefs watched over him, he got back to the fleet.

¹ Walfershoon. This would seem to be somewhere in the Isle of Wight, apparently St. Catherine's Point, but the only place with a name remotely corresponding to this word is Walpen Chine, a little N.W. of St. Catherine's Point.

² Beveseirs is the French for Beachy Head, corruption of Pevensey.

There were also taken by the English ¹ merchantmen and that only from the fault that in our fleet there was no powder, lead, nor match, to fight with ; ourselves being at last obliged to fetch from Commodore Cornelis Evertsen two and a half barrels of powder, and one and half from Captain Jacob Wolfersen with some match. In the evening we saw the high land of Etaples, and at sunset the English left our fleet, turning away from us in the dark, and we with strong cold and wind sailed off Calais cliffs, the wind N.N.W.

Monday

^{Feb. 21}
^{March 3}.—In the morning we were off Gravelines, and Admiral Tromp astern of us to the windward, so that we tacked towards him and then anchored, altogether about sixty-five men of war and merchantmen in sixteen fathoms, Calais S.S.W. one and a half miles from us, the wind N.N.W. and N.W. by W. with half a gale, and sometimes hailstorms, and having fished the masts and yards, patched the sails, spliced the rigging, the ships lay at anchor much scattered from one another. In the evening the wind was W. and at night N.N.E.

Tuesday

^{Feb. 22}
^{March 4}.—The wind still blowing hard N.E. and N.N.E. with overcast sky, but the weather improved so that we sailed at mid-day, and promised Admiral Tromp to continue under sail, but we were so disabled that it was impossible, so in the evening we were compelled again to anchor in seventeen fathoms to wait for him. At midnight we made sail with the fleet ; our course W.N.W., the wind N.

¹ Blank in MS.

Wednesday

Feb. 23
March 5.—At daybreak the wind was N.W. by W. and then shifted to N.N.E., and when it was day we found our numbers altogether sixty-three ships of war.¹ In the afternoon Admiral Tromp made the signal that all the captains should come on board, as the order of the States General was that we should remain at sea with all the ships of war and blockade the river of London; but numerous ships were much shot through by fighting on three successive days, and on one day before,² its masts, sails and rigging all in pieces, and many dead, wounded, and sick on board, besides that there was no powder, lead, or other shot, and moreover no provisions on board. It was therefore thought good that each of us should make for the place appointed for him, and to make an address to their Lords and Masters, so that in the evening we left the aforesaid Lord Admiral with the seventeen following Zealand ships namely—

Vice Admiral John Evertsen, on the ship of
Captain Adriaen Bancker,
Commodore Cornelis Evertsen,
Cornelis Evertsen the younger,
Claes Janssen,
Joas Banckers (dead),
Bastiaen Contsen,
Aldert Janssen's ship, skipper Tennis Poort,
Lambrecht Bartelsen, all of Flushing,
Joannes van Regenmortel (dead),
Jacob Pensse and
Dingman Cats of Middelburg.

¹ It seems strange that when Tromp had only had 25 to 35 men-of-war with him on the 20th, and 65 sail including merchantmen on the 21st, he should have had 63 men-of-war on the 23rd—probably 'and merchantmen' has been left out.

² Off Dungeness, on the outward voyage.

Adriaen Kemp,
Jan Pauwelsen,
Giltès Jansen,
Jan Oliviersen,
Jacob Wolfersen, and
the ship of Cornelis Mangelaer, skipper Joannes van Regenmortel, of the Vere.

At dark we put out with all the aforesaid ships, first S. and then E., as the wind shifted to the northward. The Zealand Captains, not mentioned here, had strayed away from us. At night we spoke one of our advice-yachts, which called out to us that the English fleet under Admiral Blake, sixty-five ships strong (as we had seen in the evening of $\frac{\text{Feb. 20}}{\text{March 2}}$), was seeking for us and was on $\frac{\text{Feb. 21}}{\text{March 3}}$ at the mouth of the Somme and Boulogne. After midnight a gale sprung up with a haze which hindered our sight, the wind N.N.W. and N.W. by N., so that we with the ships keeping company with us anchored in fifteen fathoms and at day-break Ostend lay S.S.E. four miles from us.

Thursday.

$\frac{\text{Feb. 24}}{\text{March 6}}$.—In the morning we set sail with great difficulty, as it blew half a gale, the wind N.N.W. and N.; our course N.E. and E.N.E. to the Deurloo,¹ yet at mid-day it was so thick with driving snow, that we could not see a cable length, and were compelled to anchor in fifteen fathoms, firing a shot that the other ships might also anchor, as they had done. Amongst those out at anchor there was Skipper Cryn Mangelaer on the ship of Captain Finsse of Ziericzee. In the afternoon when it cleared up we saw West Capel E. by N.

¹ One of the entrances to the Scheldt; cf. map in Vol. II.
IV. O

three and a half miles from us, and there continued much snow in the day and night but better weather as to wind.

Friday.

$\frac{\text{Feb. } 25}{\text{March } 7}$.—Calm with gusts of wind and snow, but afterwards it became clear, so that we set sail and made for the entrance, the wind W. and W.S.W., and so further within. In the river we met Captain Cornelis Cuyper of the *Glowing Furnace*,¹ and also two men of war of Friesland having on board 200 soldiers to be carried to Lord Admiral Tromp; but they turned back with us to Flushing, where (God be praised) we anchored in the afternoon with all our ships (in thick snow and a wind).

JOHN EVERTSEN.

918. *Feb. $\frac{18}{28}$ — $\frac{\text{Feb. } 23}{\text{March } 5}$, 165 $\frac{2}{3}$.—EXTRACTS FROM
DE RUIJTER'S JOURNAL²*

[Archives of the Hague. Translated.]

Feb. $\frac{18}{28}$ th, Friday.—Item, in the morning at day-break we came up level with St. Handryes.³ As day came on we saw sixty-nine or seventy sail lying there on our lee; this was the English fleet. We sailed E.S.E. up to them, and began to engage with them about ten o'clock. We took a ship,

¹ Gloeyenden Oven.

² His ship was the *Lam*. Cf. *N.R.S.* XXX. p. 248.

³ By its position this would seem to be Portland, especially as in a summary of this Journal the battle of Feb. 18th is spoken of as fought off 'St. Andries' lant': St. Alban's (or Aldhelm's) Head is only a few miles to the N.E. of the scene of the action, but it is hardly possible to identify that point as 'St. Andries.'

commanded by Captain Jan Becker,¹ the (*sic*) Propperyteijt,² carrying 170 men and 44 guns. Afterwards we had a good thirty killed, and all our masts and all our sails much damaged, and our fore-topmast shot off, so that we were severely injured. To-day 'Swarte Pijeter,' commanding the Lonk flute,³ was taken by the English, and also the Rotterdam ship commanded by Captain de Munnick, which was afterwards burnt this evening. Then we lay, owing to the calm, through the night till

Feb. 19
March

} *Saturday*.—Item, early in the morning the Admiral hoisted his white flag as a signal to the captains to bear themselves with honour, but a number of them behaved very badly. In the morning we learnt that the Vogelstruijs, Captain Kruijck, had been taken by the English. About ten o'clock we began to fight again. In the afternoon Captain Jan Duijm was ordered to tow us along, by command of the Admiral. Captain Jan Lasage⁴ was taken by the English, after he had made a stout defence. In the afternoon the fight waxed very fierce, and at sundown an English ship caught fire; then both sides separated, and we sailed E. by N., wind W.N.W., during the night a good breeze until the morning of

Feb. 20
March 2

—Item, in the morning the English were about a mile to the rear of us, and then came sailing up. About ten o'clock the fight began. We were still fast to Captain van Duijm's ship. The fighting was very fierce on some ships, and some did their best to run. Towards evening the English made to the south in among the merchantmen, and took some. We got the wind N.W. by N. and N.N.W.,

¹ John Barker.

² The Prosperous.

³ This must be the vessel which Evertsen calls 'the ship of Cornelis Loneque.'

⁴ Otherwise called Le Sage.

so that we could hardly sail off the French coast or Calais Cliff, because we could not carry any sail on our masts because they were shot away. During the night it began to blow very hard, and on the morning of ^{Feb. 21}_{March 3} we came [to anchor.]

^{Feb. 21}_{March 3}, *Monday*.—Item, in the morning the wind was blowing hard, with misty weather, wind N. by W. We saw a number of ships with us, but we could not see Admiral Tromp any longer. We saw the flagship to the north of us, and conjectured it must be Vice-Admiral Jan Evertsen. We anchored inside the Polders with the fleet, Dunkirk bearing S.E. of us, three miles off. To-day we made what repairs we could. In the afternoon our main-topmast fell overboard with our mizzen-mast, so that our condition was still worse than before. Afterwards, during the afternoon, the mainmast fell overboard with all its tackle, so that we were in a very bad state till

^{Feb. 22}_{March 4}, *Tuesday*.—Item, early in the morning we set to work on repairs again, and fixed other ropes over the foremast, and set a stump up, and hoisted the white flag for the captains to come on board, and ordered them not to sail home without instructions from the Admiral, as they should answer for it at their cost. I kept Captain Jan Duijm and Cryn Mangelaer, master, with me, to tow me along, together with a merchant-ship that had lost her helm. Then the wind was north, and we were not able to make sail yet until after midnight. Then we made sail with the fleet, wind N.N.W., a good breeze till morning.

^{Feb. 23}_{March 5}, *Wednesday*.—Item, in the morning we were level with Nieuport, about three miles out at sea. We saw several ships to the north of us, which we supposed to be merchantmen. At noon we had

Ostend south of us, and then sailed E. by N. in order to get in, because we could not stop at sea without masts or sails, and with no stores of medicaments for the barber, and we had quite forty-two wounded, and everything to pieces as everyone can see ; and this evening, thank God, we arrived safely off Flushing.



PART X

THE PAUSE IN OPERATIONS

INTRODUCTORY

THE immediate sequel of the Three Days' Battle was a lull in active operations lasting very nearly two months. Within a fortnight of the battle the Council of State had given directions (No. 920) that the ships already at sea, the two small squadrons sent out on February 25 to cruise in the Channel (*cf.* No. 907), should be brought up to a total of fifty sail and placed under Penn's command, until the Generals could get the rest of the fleet to sea; but it was the end of March before even Penn was able to quit Portsmouth. Even then he had only some forty sail with him and had to confine himself to escorting to the Thames a miscellaneous collection of vessels, mostly Dutch prizes and time-expired hired merchantmen (*cf.* No. 961), after which he could attend to the protection of English commerce and the destruction of the enemy's trade (*cf.* No. 947). More ambitious operations were out of the question until the vessels most damaged in the battle had been repaired and the demand for men—a trouble which despite all the zeal and efforts of the harassed officials remained a standing difficulty—had been in some measure supplied. But the Dutch were afflicted by similar troubles and though they had a few ships¹ immediately available,

¹ For references to these vessels in the previous Part, *cf.* Nos. 815, 883, and 889; it is clear, however, from de With's letter of ^{March 24}_{April 3} (No. 938, *cf.* Nos. 942 and 951), that the force actually available was too small to be of serious importance.

those which de With had been collecting before Tromp's return, they too were in no position to attempt any operation of importance until the injuries and losses of the battle had been made good. Hence the documents included in this Part from both sides of the North Sea deal rather with administrative difficulties than with active operations.

First among the difficulties of the English officials comes as usual the lack of men. As has been pointed out in the Introduction to the previous Part, the casualties incurred in the fight had been very heavy, even if probably considerably below those of the Dutch, and in addition to the victims of the battle the fleet was being scourged by disease. Dr. Daniel Whistler writes on March 16 that 'the sick men of the fleet increase daily' (No. 928) and he complains of 'some malignity in the sick.' Nor do matters seem to have improved a fortnight later, for Monck and Deane had to report that 'the sickness increaseth daily on ship and shore so that Fareham and the places adjacent will not contain them' (No. 959), and Penn writes of 'many sick in the fleet and more falling down daily' (No. 962). On the subject of the wounded and the measures taken to provide for them Whistler's letters (Nos. 928, 934) are the most noteworthy. He was one of the leading physicians of the day, Linacre Reader at Oxford, Harveian Orator in 1659, successively Registrar and President of the College of Physicians, M.D. of Leyden and of Oxford; and the fact of so eminent a man being sent down to Portsmouth to look after the sick and wounded is very much to the credit of those responsible for the administration of the Navy. One may notice the preference he expresses for the treating of the sick in proper hospitals rather than in private houses and his appreciation of the importance of avoiding 'the thronging of weak men into poor stifling houses.' In this connection the proposal to hire the ruins of Porchester Castle and to turn them into a hospital (*cf.* Nos. 923, 934 and 941) is of interest, as are also the 'Proposals of the Navy Commissioners' (No. 925), which again should be compared with the demands put forward in the petition presented by Lane, Peacock, and Howett on behalf of their brother captains (No. 919).

However, while the care of the sick was a matter of considerable importance the provision of new crews was even more urgent, and there are a great many references to the measures taken. As usual recourse had to be had to the Army, and soldiers were shipped in large numbers (*cf.* Nos. 927, 931, 940, 964, 982). Indeed it was proposed to send as many as 4,000 or 5,000 to man the fleet (No. 927), so that, as the Generals pointed out (No. 940), it was very necessary to get plenty of seamen as well 'to direct the unskilful men, which else will be of little use.' To meet this need the Generals suggested (No. 940) a system of continuous service for seamen, the plan ultimately adopted half-way through the nineteenth century, after having been frequently proposed in the seventeenth and eighteenth, notably by William III., whose original idea in raising regiments of Marines was to provide a training school for a body of regularly entered and disciplined seamen.¹ Nothing unfortunately came of the proposal now. Pressing was of course vigorously employed; in No. 930 it is related that 'we have so fleeced this river (the Thames) that there is not an able man to be found.' No. 997 gives a description of the rigorous enforcement of the press in London, even landsmen being taken to supply the lack of mariners and watermen (*cf.* No. 980). But the results were not particularly satisfactory, and Bourne found it necessary to dismiss some of these unwilling recruits, whom he found merely 'a burden to the service' (No. 993). One reason why the arrival of the coaling fleet was so anxiously expected (*vide infra*) was that its crews could be utilised to remedy the shortage of men (*cf.* No. 1019), but they proved fully alive to the designs of the press officers and made every effort to avoid them (Nos. 956, 999), even going so far as to offer some resistance to Bourne (No. 995). Nor were the efforts of the press-gangs confined to English ports: in No. 980 one reads of men being obtained from the Isle of Man and the Channel Islands, while the taking of men out of home-coming merchantmen (No. 930) was a successful but most unpopular expedient. Yet with all these efforts men came in but slowly (No. 967), and even after

¹ *Cf.* Corbett, *England in the Mediterranean*, vol. ii. pp. 206-207.

the other ships at Portsmouth had been drawn upon to provide crews for Penn's squadron (No. 952) on April 7 he still lacked 700 men (No. 978), while as late as April 18 Deane and Monck were still hampered by the want of crews to man the ships refitting (No. 1001). This lack of men was partly due to the bad prospects of the service. Men were kept waiting for their pay; the Generals' letter of April 5 to the Admiralty Commissioners (No. 967, *cf.* Nos. 952 and 954) throws no small light on the abuses connected with the ticket system; 'we think it is neither reason nor conscience to compel men to go [to sea] who must perish for want of clothes, having lost them in the service,' and it was hardly wonderful if the service was none too popular. One gets some idea of the chief complaints and of possible remedies from the petition already mentioned (No. 919) and the reply of the Navy Commissioners (No. 925), while there are various minor references to these and similar reasons for the shortage of men. It is clear that the competition of the private men-of-war was still a serious factor: the Council of State announce on March 16 (No. 927) that they have 'put a stop to the granting of any further commissions for private men-of-war until they shall be certified of the supply of the fleet with men (*cf.* No. 929), and that they give the Generals 'power to take men out of the private men-of-war,' at the same time refusing to give 'any more protections for the keeping of any ships' companies from being imprested into the public service' (No. 922). Of disloyalty and disaffection there is no real evidence.

The repair of the ships was also a serious matter. There are many complaints of the deficiency of stores. Thus in No. 930 pitch, tar and cordage are said to be lacking and the difficulty of obtaining the products of the Baltic countries undoubtedly contributed to delay the reappearance of the main fleet; seven large Swedes laden with such necessary commodities were joyfully welcomed by Penn (No. 1013). There are a great many references to the shortage of powder (*e.g.* Nos. 937, 952, 954, 962, 1003), and it is evident that even when ships had got to sea they were not always as fully equipped as they might have been (*cf.* Nos. 1013 and 1021). Victualling was another difficulty, of which a certain amount is said in these papers (*e.g.* Nos. 941, 954, 976, 994, 1020), and one

reason why it proved so difficult to maintain a systematic blockade of the Dutch ports was that deficiencies in victuals limited the sea-keeping capacities of the fleet. Nevertheless, despite all these hindrances a great deal was accomplished and the fleet which finally took the sea for the summer campaign was a formidable force, over 100 sail exclusive of fire-ships. Its strength was partly due to the wise counsels of Deane and Monck, who had strongly urged on the Council of State the importance of concentrating as large a force as possible, instead of repeating the error which had so largely helped to bring about Blake's defeat off Dungeness by scattering ships about on various errands. The original idea of the Council had been to send twenty ships to the Mediterranean (No. 920), but the Generals, writing on April 1 (No. 959), urged that 'this dividing, if it can be avoided, is not very desirous,' and three days later (No. 963) they spoke strongly against the project of sending a 'fleet to the Straits as the posture of affairs now are,' Badiley being on his way home: 'uniting your forces' they wrote 'will be better than separating, though upon never so plausible pretence to the contrary.' They pointed out how much more efficacious against the Dutch trade ships would be at the mouth of the Channel and on the West coast of Ireland than if sent 'so far off' (as the Mediterranean); while a third letter (No. 976) again preaches the importance of a conjunction. In the end the Council accepted their advice and the ships originally allotted to the Mediterranean service (*cf.* No. 950) were present in the action which began on June $\frac{2}{12}$ off the Gabbard Shoal. The various lists of vessels (Nos. 950, 957, and 982) may be compared with the list of ships engaged in that battle which is printed by Granville Penn (Vol. I. p. 490).

Various minor points which are of interest may be mentioned before one passes on to speak of the movements of Penn and the colliers. The most striking incident is the destruction by fire of the *Fairfax*, one of the best ships in the fleet, a 64, of nearly 800 tons net displacement, and under four years old, having been built in 1649. She was burnt at Chatham on March 21 and completely ruined, as Bourne's letters (Nos. 935 and 936) show, being 'burnt down fore and aft to the lower futtock, only her bottom remaining.' Pett was at first disposed to fear treachery (No.

932), but Bourne and Lawson adopted a different theory, seeing 'no appearance of any design by treachery to destroy her but only a thievish contrivement which occasioned the setting on fire some loose powder.' The whole story does not give a very favourable impression of the standard of discipline maintained on board the *Fairfax*. There are several references to Blake's health. Whistler first reports (No. 928) that he 'mends but slowly,' and in his second letter (No. 934) he is even less encouraging, 'I am checked from too presumptuous prognostics by that maxim *de senibus non temere sperandum*.' In No. 926 he is said to have taken a great cold since the fight which had made him worse, and in No. 979 it is reported that he will never go to sea again, 'for one of his hamstrings is broken and he has a continual rheum that falls into his eyes which almost blinds him.' Other points which deserve attention are the way in which ships could be forcibly impressed as well as men (No. 922), in which connection No. 933 is important as a specimen of the contracts entered into in hiring merchantmen, while there is a reference in No. 937 to the rights of the owners of such hired vessels. The addition of forecastles to many of the frigates (No. 941) should be compared with a letter on the same subject in the previous volume (Vol. III. No. 713); this step was probably prompted by the experiences of the Three Days' Battle, where several vessels had been boarded and nearly taken by the Dutch; the phrase about 'defensive fights' may perhaps refer to this, the fore-castle providing a strong place into which the crew of the vessel boarded could fall back. An estimate is given in No. 960 of the sums needed to defray the cost of the Navy for the next quarter; the sum, £600,000, at first seems extremely high, being at the rate of nearly two and a half millions per annum, but of this £600,000 one third is for arrears, so that the burden on the country's resources, though heavy enough, was not quite so overwhelming as this estimate seems to suggest.

But the cost of the war was in any case considerable, and it is clear that the country felt the strain. The pictures of commercial distress drawn in Nos. 930 and 997 are perhaps a little highly coloured, but they do bring out the very great importance attached to the safe arrival of the colliers from Newcastle (*cf.* also No. 980) with which so many of the letters in this Part deal. The first

reference to this subject is in No. 930, 'We hear that the Dutch lie before Newcastle with ten or twelve sail . . . which is perhaps the reason that we have no coals.' Then in No. 943 one has the first news of de With's being gone north to intercept the colliers, and a warning sent to Motham, the officer in charge of the escort, to be on his guard, and the Generals asked to send Penn and his squadron after de With. After that the letters of Penn (Nos. 961, 987, 990), Motham (Nos. 975, 984, 985), Woodward (No. 983), and Allen (No. 999), with Jordan's journal (No. 1024), tell the story of what happened, and should be compared with de With's dispatch of April $\frac{1}{2}$ (No. 988). The colliers got safely into Scarborough before de With could catch them, and the Dutch after careful reconnoitring held a council of war and did what councils of war have the reputation of doing as a rule—decided not to fight. On their retreat they were sighted by Penn's scouts (April 10), but Penn, who was in Yarmouth Roads when he had the news of this (No. 990), made no attempt to seek them out, continuing his voyage northward and falling in with the colliers as they came out of the Humber, early in the morning of April 14 (Nos. 999 and 1024). The safe arrival of the colliers was extremely welcome to the people of London and produced a distinct improvement in the situation, while, as already mentioned, the press found plenty of recruits among the crews of the coal fleet.

After accomplishing this errand Penn remained a little longer on the East Coast, lying in Solebay from April 17 to 21, when he moved to Aldeburgh Bay (*cf.* Jordan's journal) (No. 1024) April 21. Here he was joined by Bourne with some twenty armed merchantmen from the Thames (No. 1007), and next day after a council proceeded towards the Straits of Dover, 'the better to join with the fleet coming from Portsmouth.' In acting thus Penn was only anticipating the orders of the Generals, as is clear from Deane's letter of April 22 (No. 1006), the safe reunion of the separated portions of the English fleet being now the chief care of the Generals. On April 25 Penn was in the Downs, on the 27th he sailed again down Channel, and on the 29th Deane and Monck were able to report that the junction had been effected a little to the eastward of the Isle of Wight (Nos. 1020, 1021). The Portsmouth ships are put at thirty sail by No. 1019, but

may have been more numerous, as they seem to have included all the twenty vessels originally destined for 'the Straits' (No. 950), as well as the seventeen mentioned in No. 957, all but one of which are in the list given by G. Penn for June 2. Penn himself had some fifty sail,¹ including Bourne's merchantmen, a total with the Portsmouth vessels of at least eighty, the strength at which the whole fleet is put by Poortmans in his letter of May 2 to Blackborne (S.P.Dom. Commonwealth, xxxvi. 2).

There are a few references only to the important political crisis which was raging at that moment; in No. 1006, Deane appears more afraid that 'in the great revolution' naval affairs should be neglected than concerned as to its upshot: 'I am not much solicitous though the world be turned upside down.' Penn's correspondent, 'T. S.' (probably Thomas Smith, one of the Navy Commissioners), seems little troubled about 'our great alteration of government' (No. 1016), and though Blake is said to be 'much for the Parliament' (No. 1019) and to be 'outed of his command,' on June 2 he was at sea again.

Meanwhile the Dutch also had been preparing for a renewal of the struggle at the earliest possible moment. It was of the utmost importance to them to secure the safe arrival of their trading ships from distant quarters, homeward-bound East Indiamen and West Indiamen, the ships from France that had to be left behind when Tromp sailed from La Rochelle in February (*cf.* No. 812), and vessels returning from the Mediterranean; at the same time they wanted to cover the departure of outward-bound craft. These could only come and go by the North-about route, for the Three Days' Battle had barred the Channel effectually; indeed, the Straits of Dover were so beset with English privateers, that the Dutch found it almost impossible to get any news through from Calais (No. 1011, *cf.* Nos. 998 and 1005). And it is clear that the Dutch had realised the danger of letting their merchantmen put to sea before their warships were ready to afford them some measure of protection: the last paragraph of No. 939 shows that Tromp and the other principal officers had grasped this, for their advice was that the merchantmen should wait until 'our ships first go to encounter the

¹ No. 1019 says eighty, but this seems an exaggeration.

English and either beat them or drive them into their harbours, which being done our merchantmen may then securely go and come with small convoys.' But before this could happen there was a great deal to be accomplished. The Dutch, like the English, were sorely troubled by lack of men (Nos. 942, 996, 1002, and 1014), by deficiencies in stores and equipment (*e.g.* Nos. 998 and 1014), and by complaints of insufficient wages (No. 973), while in their case the troubles were aggravated by the cumbrous organisation of their naval administration, with all their separate Boards of Admiralty. Moreover, their discipline was in a bad state; de With's letters (Nos. 938, 942, and 951), describing the misbehaviour of de Wilde's crew, have no parallel among the English documents, and even after his abortive cruise to try to intercept the coal fleet, he found little improvement in the general condition of affairs; his later letters are just as full as the earlier ones of complaints of the inadequacy of the force available and of administrative delays and errors. Tromp, too, echoed these complaints and regarded the situation as all but desperate: his letter of ^{April 25}_{May 5} admits that he is taking command 'in the utmost dejection,' so inadequate are the means at his disposal. What these means were may to some extent be learnt from the various lists of Dutch ships¹ (Nos. 968, 969, 970, 971, 979), from which it can be shown that the complaints of Tromp and de With as to the small size of their vessels in comparison with the English ships are well founded; the largest vessel in the Amsterdam list (No. 968) carries only 46 guns and 150 men, and the average number of guns carried by the fifty-five vessels included is under 32. Thus it is not exactly remarkable if Tromp felt despondent and that de With, who had expected to have forty or fifty ships at his disposal when he went down to the Texel, was distressed to find after waiting for a week or more that he could only collect fourteen (Nos. 938 and 951). Moreover, of these some were 'ships of very little power, in addition to their

¹ It may incidentally be noticed that four vessels are mentioned as taken by the English which are not among the nine vessels admitted by Tromp to have been lost in the Three Days' Battle; possibly they were among those lost on Feb. 20, while one gets a confirmation of the destruction of Captain Sweers' ship in that engagement.

crews being short, which I make bold to say is a bad state of affairs' (No. 942). His letters of April $\frac{1}{2}\frac{0}{6}$ (No. 988) and April $\frac{1}{2}\frac{6}{6}$ (No. 998) narrate his proceedings, his failure to accomplish anything against the colliers, and the reasons for this, together with his return to his rendezvous off Schoonevelt. By the time he was back there ships were beginning to come in; some dozen from the Texel joined on April $\frac{1}{2}\frac{3}{8}$ (No. 998), but he found the equipment was 'being carried out very slowly,' and expresses himself strongly in consequence. 'For myself, I have never feared for my own life, and I am not afraid now, but if some first-rate ships and further reinforcements are not sent to us at once, God knows our country will suffer injury.' Tromp was no more sanguine; unless at least twenty-four well-equipped fire-ships are provided he can see 'but little chance of success' (No. 1002), a point of some interest in the study of his tactics. What the actual task before him was may be gathered from No. 1000, which is a fairly complete survey of the situation. To cover the home-coming trade to the best purpose it was proposed to attack the enemy if that course offered any prospect of success or, failing that, 'to cruise about between home and the Dogger Bank in the channel along which the expected ships must sail,' which would at the same time allow the outward-bound vessels for Norway and the East and 'those bound for the West round England' to benefit by the protection thus afforded. Of the numbers and movements of the English the Dutch seem to have been able to get very fairly accurate information: de Glarges' letters (Nos. 1009 and 1010) speak of letters from London and give the impression that he had plenty of correspondents in England, though it would seem that some difficulty was experienced in getting through news from Calais to the Dutch ports owing to the activity of the English cruisers (Nos. 998, 1005, 1011). By April $\frac{2}{3}\frac{0}{6}$ de With had forty-three ships available, and, though hampered by the difficulty of getting information, had come to the conclusion that the enemy were likely to be gone off after 'our French traders' (No. 1011): on ^{April 28}_{May 8} Tromp was able to report that he was sailing out of the Meuse with every available warship and some twelve merchantmen under his escort, intending to call at the Texel to pick up reinforcements

and then to push northward in search of the home-coming traders. As his letter of ^{April 30}_{May 10} (No. 1022) shows, he had only some fifty-six war-ships, five fire-ships and seven advice-yachts. Thus at the moment that the concentration of the English fleet was being effected in the Channel their enemies were making off towards northern latitudes, so that there was little prospect of a conflict between the main fleets in the immediate future.

The only other documents included in this Part which need special mention are the series of Instructions; Nos. 944 and 947 are directions to Penn as to his movements and actions, to be compared with those given to Jordan (No. 949), while it should be noticed that the ships and vessels of the French King and his subjects are to be treated as enemies just as much as the Dutch are. More important by far are Nos. 945, 'for the better ordering of the fleet in fighting,' and 946, 'for the better ordering of the fleet in sailing,' both of very great moment in the history of naval tactics. Mr. Corbett, in his volume on *Fighting Instructions, 1530-1816* (Vol. XXIX. of the Society's publications), has already called attention to No. 945 which contains (Art. III.) a direction to the vessels of each squadron to put themselves in a line with their chief, an order which is somewhat elucidated by Articles VII. and IX. On the importance of this it is hardly necessary to enlarge, but attention may perhaps be directed to the fact that the undated orders published by Mr. Corbett from a MS. in the Harleian collection (N.R.S. XXIX. pp. 88-90) have proved to belong to February $\frac{10}{10}$, 165 $\frac{2}{3}$ (*cf.* No. 818). The battle off Portland was certainly fought under Fighting Instructions in which there is no direction for forming line, under a code which had been issued by two men who had no previous experience of naval battles, Deane and Monck, and one, Blake, who had already commanded in more than one fleet action. In the Instructions issued on March 29 there is this direction to form line. It is not unreasonable to connect the innovation with the lessons which their first naval battle had taught Monck and Deane, but especially Monck. Monck, having had to spend some time in working up from to leeward before he could join in the fight, must have had a good opportunity of seeing what was going on. To

some extent the smoke would have impeded his chance of making observations, but as he made his way westward his view would have been less obscured, as the N.W. wind would have carried the smoke S.E. Certainly he would have had more chance of seeing what was going on than would Deane, who on the *Triumph* was in the thick of the fight from the first. Monck, too, was a soldier of far more experience than Deane; he was perhaps the most of a professional soldier of the leading officers of the day, and as a professional soldier of an age of drill and of precision in military formations and manœuvres what more natural than that he should have seen the need for some regularity and system in sea fights, and that accordingly he should have endeavoured to bring this about? The question of the line-ahead can, however, be more profitably discussed when the evidence for the battles of June 2 and July 31 is before one; all that need be done here is to repeat that the Instructions of March 29 are the fruits of the Three Days' Battle. One may draw attention to Article X., which endeavours to prevent time being wasted on the securing of prizes which might perhaps be better employed in pushing home an advantage; it should be compared with the provision in the Resolutions of Parliament of December $\frac{1}{21}$, 1652 (*cf.* Vol. III. No. 660) for paying prize-money at the rate of £10 per gun for each ship destroyed or sunk, thus providing that the captors should not lose their prize-money if they destroyed a prize instead of stopping to plunder her and so reducing one incentive to such neglect of duty. Another interesting Article is No. XII., which deals with the measures to be adopted against fire-ships. Among the Sailing Instructions (No. 946) the fourth article may be noticed; it directs 'that everyone keep good order and not strive for the wind or place, one of another,' a phrase altogether too vague to serve as the foundation for any theories which one might be tempted to base on the word 'place.' The whole set are of considerable interest, as marking a real advance in the methods of signalling and of controlling fleets, and are of course part and parcel of the movement towards that greater flexibility and handiness which could come only from better order and discipline and from the provision of a definite code of signals and manœuvres.

919. *March* $\frac{2}{12}$, 165 $\frac{2}{3}$.—A PETITION FROM
THE OFFICERS

[Portland MSS. Navy Papers, 1640-1696, fol. 177.]

To the Right Honourable the Admirals and
Generals of the Fleet of the Commonwealth
of England.

The Humble Petition of the Commanders of the
Several Ships and Vessels in the Service
under Your Honours' Command.

Right Honourable,—The Lord having suffered
the sword to be drawn between us and our neigh-
bour nation the Hollander, wherein there hath been
and is like to be many bloody contests, to the loss
of many men's lives and shedding of much blood,
none of us knowing how soon in any engagement
the Lord may call for us, or we suffer in the like
kind as others, and not having to leave behind us
subsistence for our families and charges, which
depend on us as to temporal ordinary maintenance,
to discharge our consciences as to ourselves and
those under us, endeavouring to provide for our
families, have been emboldened humbly to present
these following desires, which will be not only a
great encouragement to us that are in the service
already, to proceed in the expense of our blood,
limbs or life, for God's glory and our country's
weal; but also in this not neglect of the private,
there is a further respect (as we humbly conceive)
to the public good; for that we apprehend it will be
a strong incitation to others both able and faithful
men now in our land (of whom at present for the
carrying on of this work the want is not small) to
tender their service, engaging their lives for the
common interest, knowing God had opened the

hearts and hands of the public, to take care for theirs, widows, children or relations after their decease.

1. That the widows of all such as have been, or shall be slain, have or shall die of their wounds in the service of the Commonwealth by sea (unless having gratuity already) shall receive if they have three children the whole pay of their husbands deceased according to the respective places, as captains, officers, seamen, soldiers or others in their several ranks of ships or vessels; if they have but two children, then to receive three quarters of the pay; if one child or none, half the pay of their husbands so deceased, according to the State's allowance at sea in the time their husbands were so slain or die of their wounds, to be continued to them during the term of their widowhood; and that regard for the widows be had according to their lives and conversations.

2. That in case the widows shall marry, if there be three children the whole pay to return to the children; if but two, three quarters; if one, the half of the wages; the whole pay being taken from the widow if she marry; and the several proportions aforesaid derived and continued to the respective number of children, until they are of age to serve the State, or to provide for themselves, that is to say, sixteen years of age male or female; and as for those widows, that have only three children, and it shall please God to take away one of them, a quarter of the aforesaid allowance to be deducted; if two of them decease, one half to be abated; and if all should be taken away, yet the one half of the pay to be continued to the widow unless she marry; and then if one child remaining, that child to have one half of the pay (though the mother marry) until of years as aforesaid.

3. That for such widowers slain or dying of their wounds in the service, if they have three children the whole pay; if two, two-thirds of the wages; if one child only, the half pay may be continued until they are of years as in the former is specified.

And that the children of all such may receive, when able to serve the State, such encouragement as they shall be capable of, and regarded as the children of such who have so faithfully spent their blood for the service of God and their country.

And as it please God any or all of them shall die, deduction to be made as in the foregoing request.

4. That for all such slain or dying of their wounds in the service as have neither wife nor children, but relations whose subsistence depended on their lives, there may be consideration by way of gratuity of one or two year's wages, as the necessities of the relations shall be manifested.

5. That all such as have or shall be wounded or maimed in the service, commanders, officers, seamen, soldiers or others, there may be special care taken for their cure; and that not only directions may be given to the magistrates of the sea-port towns, to provide all necessaries for sick and wounded men according to the late votes and resolutions of Parliament; but that all such magistrates upon all occasions may be ascertained, where and of whom to receive moneys for the defraying of that charge, without which we find most men unwilling to receive them.

6. That in the time of their cure, not able to be in actual service aboard, and that the ships be not disabled by bearing such men, nor they prejudiced by not being borne; consideration otherwise may be had that they suffer not in charges ashore, or in the loss

of their time during their perfect cure but may have a competent allowance.

7. That for such as God shall be pleased to restore so as they may be capable of doing service at sea, they shall receive all possible encouragement and preferment in the service.

8. That for such as shall be so shattered and maimed as to be disabled and incapable of the service at sea, shall remain as the State's servants ashore in what they are capable, and their pay that was allowed them, when they were so shattered and maimed, to be continued to them during their lives ; and to their widows and orphans aforesaid to them that shall be slain or die of their wounds ; that their lives may not be burdensome but rather comfortable to them.

9. That all these benefits and encouragements may be extended to all commanders, officers, seamen, soldiers or others in every ship or vessel that is or shall be employed in the Commonwealth's service, and that this be exactly paid every three months.

10. That there may be men of honest principles as of other qualifications appointed for the registering of the persons, slain, maimed, wounded ; widows, orphans, relations and what else may tend to the better ordering and managing of it ; and for a Treasurer for the issuing out of the said moneys, according to the former humble desires, the Treasury to be raised out of the prizes taken from the enemy, or otherwise as your wisdom shall think fit.

11. That these officers may be empowered to make payment of all such allowances and pensions to the respective attorneys of such whose habitations are distant from London, upon certificate of the number of the fatherless children or orphans and so for widows, or other persons interested in the former designs, from two Justices of the Peace next

the parish where they live, to prevent the great trouble and charge of bringing them up to make personal appearance at London.

The God of Gods who doth right the fatherless and widow, and loveth the stranger giving him food and raiment, bless the work of their hands, who are the means of effecting it, who assuredly shall receive their reward; this is pure religion and undefiled before God to visit the fatherless and the widows in their adversity, and to keep unspotted of the world.

Having sufficient testimony of your Honour's pious intentions to prevent the cry of the poor in the street these desires are humbly presented to your Honour's hands, wherein we earnestly petition the promotion of them to the Parliament for their effecting.

And we with our nearest and dearest relations shall, as in duty bound, pray for increase of happiness upon such worthy patriots; remaining the Commonwealth's and your Honours' most faithful and humble servants.

Signed by the appointment and in the behalf of all the commanders in the fleet under your Honours' command.

JAMES PEACOCK,
LIONEL LANE,
SAMUEL HOWETT.¹

Dated this 2^d of March, 1652.

920. *March* $\frac{8}{18}$, 165 $\frac{2}{3}$.—ORDER OF C.O.S.

March 8, 1652.

At the Council of State at Whitehall.

Ordered,—That it be recommended to the Commissioners for the Admiralty to take care of putting

¹ Or Howeth.

in execution these following resolutions taken concerning the setting forth and command of the fleet of this Commonwealth.

1. That unto the ships already out at sea, there be an addition of as many more as will make them up fifty sail, to be under the command of Vice-Admiral Penn, until the Generals go forth with the remaining part of the fleet which are now refitting at Portsmouth.

2. That the Generals do, with the said remaining part of the fleet, now at Portsmouth, consisting of about twenty sail, with all expedition put to sea, so soon as the same can be refitted and set forth.

3. That there be prepared with all possible speed so many more ships as may make this main body 100 sail, to answer such emergencies as the service of the Commonwealth shall require.

4. That (over and above the foresaid body) there be forthwith prepared twenty sail of ships to go into the Straits, and that 600 land-soldiers, and as many mariners as can be got (not exceeding 400 in number), over and above the full proportion of men borne in the said ships, be sent along with them; the landsmen to be quartered near the coast between Portsmouth and Plymouth, and to be provided and paid according to the former propositions approved of by the Council.

5. That the Generals do take care out of the remaining ships mentioned in the list now under consideration to supply the coasts of Scotland and Ireland, and also the other northern parts with guards, and to call home the ships that are now on the Scotch and Irish coasts, that they may be refitted for further service, having been out long.

6. That there be also a squadron of ten ships to ply about Land's End, over and besides what is before expressed.

7. That there be a Rear-Admiral for the whole fleet forthwith appointed.

8. That Captain John Lawson be appointed to be Rear-Admiral, and that he go forth with the present fleet under the command of Vice-Admiral Penn.

9. That Captain Martin have the command of the twenty ships bound for the Straits as Vice-Admiral of the fleet under Captain Badiley, and that the Generals be desired to prepare instructions for him accordingly.

JO. THURLOE,
Clerk of the Council.

921. *March* $\frac{8}{18}$, 165 $\frac{2}{3}$.—*N.C. TO CAPTAIN HATSELL*

[*B.M. Add. MS. 9308, folio 9.*]

We have sent down two men, one by name Mr. Henry Tearne and the other Mr. Arthur Odway, to procure seamen in the West country in the places mentioned in the margin, for which end they have with them the Council of State's orders to all Mayors and Justices of the Peace for their better assistance in the business which you may please to procure. We thought good to communicate the same to you, desiring that you would be pleased (in regard you are well known in those parts) to give them the best advice and furtherance you can in ordering their business, or otherwise (if you think fit) to join an honest man with them that may promote the public service. All which we leave to your consideration and remain

Your affectionate friends,

R. T., N. B., E. H.-

Navy Office, March 8, 1652.

¹ *I.e.* Robert Thompson, E. Hopkins, and probably Nehemiah Bourne, who had been about to leave Dover for London when he wrote from there on $\frac{\text{Feb. } 25}{\text{March } 7}$ (*cf.* No. 895).

922. *March* $\frac{9}{19}$, 165 $\frac{2}{3}$.—C.O.S., *DAYS PROCEEDINGS*

[S.P. Dom. Commonwealth, i. 40, p. 63.]

That it be declared that the Council will not after this day give any more protections for the keeping of any ships' companies from being impressed into the public service [of the Commonwealth]¹ until such time as the fleet of the Commonwealth is [supplied].²

That the Lord General be desired out of the troops of horse in the West to appoint some guards to lie between Guildford and Portsmouth and Farnham and Portsmouth, for the taking up of all such seamen as come from that place without passes from the Generals of the fleet and to take care that they be returned back thither under a guard.

That the same power be given to the Commissioners for the Navy as was given to them the last year to enable them the better to make ready speedily the forty merchant ships which are now to be taken up for the service of the Commonwealth, to impress such ships into the service of the public as they shall find fit for the same whose owners they shall find unreasonable in their demands of hire and unwilling to have their ships in the service of the Commonwealth.

923. *March* $\frac{10}{20}$, 165 $\frac{2}{3}$.—COMMISSIONERS OF THE
NAVY (PORTSMOUTH) TO A.C.

[S.P. Dom. Commonwealth, xxxiv. 28.]

Right Honourable,—Yours of the 8th instant we received by which we understand the Council's

¹ [erasure].

² ['is supplied'] in Calendar.

approbation of the resolutions by yourselves made as to the station of the ships mentioned in the list delivered us at your Honours' going from Portsmouth, which according to your Honours' order we shall with all possible expedition hasten the setting forth of, especially those that are designed for the southward.

The Resolution either to-morrow or Saturday at furthest we intend to careen, for the effecting of which we work both night and day.

Vice-Admiral Penn has betaken himself to the James and resolves to sail about Saturday.

The Andrew's provisions are taking in and shall be hastened away.

The Merlin, Mayflower, Nightingale, and Paradox had their sails loose to have gone away to-day. But a very great storm happened and prevented them.

The Speaker's mainmast comes out to-morrow, so does the Advice's; we shall hasten their repair as of the rest of the fleet, wherein we hope we shall not be wanting in satisfying your Honours' expectation in their timely dispatch if God by His good providence shall bless the means used in as safe arrival of those provisions expected from London which will suddenly be wanted. Indeed our desires are that all works may be put in hand at once, to which purpose we employ all sorts of people to a performance of duty that relates to the Navy, and yet could get at work 100 shipwrights more if they might be got from London, to which purpose we have written a letter to the Commissioners of the Navy.

We shall not yet be able to give your Honours that punctual account of the victualling of the fleet as you may justly expect and we wish for, but shall do it as soon as performed to any purpose.

Meantime we humbly desire you to assure yourselves that the several ships as they go from hence and the rest that are supplied in the bay have and shall take as great a quantity as their holds are capable of.

The physicians and chirurgeons complain much for want of conveniences for sick and wounded men, many of them being very poorly accommodated and being at so far a distance enforces many times too many great a neglect of them, which we in part eye-witnesses of have pitied our souls so much to see that out of the very bowels of compassion we could do no less than humbly offer it to your Honours' considerations whether it might not be convenient to seek out some place that might entertain them with more comfort : our great desire of effecting this invited us to go see Porchester Castle yesterday afternoon, which although somewhat ruinous in the main buildings yet in regard of the situation being close to the river, good air, pure water, some eight acres of pasture ground within a substantial wall, which may be had (as we are informed) upon reasonable terms, and that all sorts of conveniences may be fitted therein for as little as the very house-room of the wounded and sick men of this fleet will probably come to, truly we could not but apprehend it our duty humbly to offer our thoughts thereof to your Honours which we leave to your grave considerations. We have endeavoured of late to take the best care of them we can ; we find there is near 300 sick and wounded men in Portsmouth and Gosport, and that the 7s. a week formerly allowed to others in other places will not be sufficient for the defraying their charges here with any content, either to the men or those that diet them, provisions being at such excessive rates : we are now in arrears near three weeks which will come to at least 600*l*. We find

there is not only a necessity of paying off the scores on Saturday next, but of discharging the houses once a week. We have sometimes sent to the Commissioners for sale of Dutch Prizes but have little hopes of gaining any considerable sums for their relief. We shall therefore be enforced to charge bills on the Treasurer's instrument here according to your Honours' verbal order, there being so great a necessity of it.

There are some merchant ships which have not above six weeks' victual in that we apprehend may be fitter for the service than some others that are included in those appointed to the southward, both in reference to the ships themselves and the commanders who have proved themselves to be very valiant; we shall take the boldness at present to instance only on two, that is the *Richard* and *Martha*, Captain Smith, and the *Ann Piercy*, Captain Hare. We shall humbly desire to know your Honours' pleasure herein and if they shall be accepted of for any further time then we desire to know upon what terms we shall treat with them.

We desire not to trouble your Honours with small obstructions that we meet withal in the dispatch of the service, and which hitherto has gone on very freely and without the least interruption. If any thing of difficulty happen (which we shall labour to prevent) we shall then not fail to let your Honours know.

We are your Honours' very faithful

and humble servants,

THOMAS SMITH,

PETER PETT,

F. WILLOUGHBY.

924. *March $\frac{10}{20}$, 165 $\frac{2}{3}$.—DEPUTIES OF BOARDS OF ADMIRALTY TO S.G.*

[Archives of the Hague. Translated.]

High Mighty Lords,—The deputies from the several Boards of Admiralty here present having returned hither in accordance with your H.M.s' summons; and having in the first place attentively considered your H.M.s' resolution of $\frac{\text{Feb. } 19}{\text{Mar. } 1}$ in connection with your H.M.s' advice of Feb. $\frac{8}{18}$, have unanimously agreed to the general distribution of 132 ships amongst their Boards, therein provisionally ordered; likewise that the respective Boards of Admiralty are not just at present in a position to deliver in their lists of the said ships, with an account of their guns and crews, and that they shall furnish these lists with as little delay as possible. With regard to the convoy of twenty ships for divers merchants trading to Spain, required by your H.M.s' said resolution of $\frac{\text{Feb. } 19}{\text{Mar. } 1}$, the said deputies do not think it advisable for the country to detach so large a squadron at present as convoy to those parts. Then, with regard to the convoying of the ships hither from those parts, laden with return-cargoes, from the expected West-Indian fleet, and others; taking into consideration the fact that there is a noticeable reluctance on the part of divers of the national ships, now in the Mediterranean Sea, to remain there any longer, the said deputies would advise that instructions should be sent by their H.M. to Commodore van Galen, with the greatest secrecy, ordering him quietly to detach fourteen national ships from his fleet, out of the number which it is most necessary to send home, and to despatch them off to Cadiz (under pretext of cruis-

ing about, to the mouth of the Straits and elsewhere) there to take up the said return-ships and others, and to convoy them safely hither. And as regards the replacing of the said fourteen ships in the Mediterranean, that your H.M. should be pleased to arrange therefor as shall seem to your H.M. best for the service of the country, after previously taking counsel with the Boards of Admiralty.

Thus advised and delivered to their H.M. by the undersigned, on Mar. $\frac{10}{20}$, 1653.

(Signed) D. DE RIDDER. JOAN THUYDECOPER.
TUYLL DE SEROOSKERCKE.
G. VAN EWIJCK. JAN STEENGRACHT.
CLAAS RAAT. ADAM VAN LOCHORST.

925. [Undated.] *PROPOSALS OF NAVY
COMMISSIONERS*

[B.M. Add. MS. 9300, fol. 255.]

The humble proposals of the Commissioners of the Navy for settling the relief to be given to sick and wounded men in the service of the Commonwealth, and the widows, children, and impotent parents of such as are or have been slain in the said service since the first of January 1648, as also for ordering of prisoners taken in the war.

That three persons of approved ability and godliness (whereof one to be a surgeon) be appointed to attend this service, with a competent salary, whereof two of them to be a quorum and to have power to act in all the said concernments.

That the Commissioners designed to this service do acquaint themselves with the constitution of the chest at Chatham, with the state and condition thereof, and have power to dispose of the revenues and incomes for the uses aforesaid, and none to be

issued out without the allowance of these, or two of them, under their hands. That they take an account forthwith, as often as they see cause, what sick and wounded men the hospitals of this nation can accommodate for cure, according to the late resolves of Parliament, and that such sick and wounded men, immediately after their being set on shore, be ordered to such hospitals, and in such proportions as be most suitable to the nature of them, and may best conduce to the real relief and cure of the diseased, who are to receive the allowance of the house during their continuance there, for and towards their maintenance, but where it falls short of seven shillings per week, the said Commissioners are to make a supply to the making up of that sum, and if the hospitals shall not be able to receive the numbers set on shore, they shall take special care to see them provided for in other places, at the most reasonable costs attainable, due respect being had to the condition and state of the diseased parties and the great charge the State is exposed unto in these exhausting times. That the Commissioners thus constituted give seasonable and timely direction to the mayors and chief officers of all sea-port towns to make provisions for all sick and wounded men as they shall be set on shore from any of the ships in the State's service, and to employ what surgeons or other means are in those several places attainable, for their relief and cure, and upon notice of a deficiency in any place of such helps as are necessary in that kind, they are to provide either by removing them, or by sending surgeons and medicaments to them, that the recovery and cure of the distressed may not be retarded or prejudiced.

That the Commissioners aforesaid, or any two of them, do seriously consider the condition and damage

of all such persons, as are or shall be wounded in the service of the Commonwealth, and give them such allowance as they shall judge requisite, not exceeding £10 gratuity to any one person, nor £6 13s. 4d. yearly pension to any, and in such cases wherein they, or any two of them, do judge a greater allowance ought to be given, they are to certify their opinions, with the grounds, to the Commissioners of the Admiralty, and act further therein, as order from them shall be given.

The said Commissioners, or any two of them, shall likewise duly consider the condition of the widows, children and impotent parents of such as have been, or shall be slain in the service, and to give such gratuities to them not exceeding £10 as in their judgments be most agreeable to rules of charity, and may demonstrate the State's sense of their suffering conditions, and in extraordinary cases to report as before. In all which a vigilant eye is to be had to the certificates that are brought to evince the truth of the suffering of any that they come from known creditable persons, and so thereby deceits in abuse of the State's bounty may be prevented. In order to which, the clerk of the cheque of every ship in the State's service, shall of course and ordinarily, at the coming in of the said ship, but more especially and extraordinarily, after any fight or engagement with the enemy, send to the persons who are entrusted with the care of the sick and wounded as aforesaid, a true list of all such seamen, soldiers, and officers, that were wounded or slain in such services respectively, mentioning those that are wounded, in what manner, whether loss of limb, or what else may render the party the more remarkable and so his relief the less questionable by those who are entrusted therewith, which list is to be signed by the captain, or in case of his death or

wounds which shall disable him, then the master, or lieutenant, or most superior officer that shall survive the said engagement. Which list so signed by the captain, or other officer as aforesaid, as also by the clerk of the cheque, is to be transmitted to the persons aforementioned, to the end they may be able to prevent or discover any who shall upon false pretences or certificates claim the relief which is ordained only for such as have endured the brunt of real service.

The like rule to be observed when any sick men are sent on shore, for their necessary refreshment and recovery. They are likewise to take care that so soon as any are recovered of their wounds or sickness, that (unless disabled by loss of limbs) they are returned to their respective ships.

In the proportioning also of the relief to be given, due enquiry is to be made, and respect had, to the desert of the party wounded, or slain, in the service, the voluntariness of his spirit thereunto, courage, faithfulness, and continuance therein, the nature of his employment, whether as officer, or common seaman, the condition of his family, the number of children left, and poverty of relations to which relief is given.

The forementioned Commissioners shall with due care order the disposal of all such prisoners as shall be taken at sea, and provide for their maintenance not exceeding 4*d.* per day for the common men and inferior officers (until an opportunity be presented to employ them in some useful service, whereby this public charge may be eased, which the said Commissioners are to enquire after, and accordingly prosecute), and 12*d.* per diem for commissioned officers; only such as are sick and wounded are to be disposed to hospitals, or other convenient places, where means may be used for recovery of their health, and cure of their wounds,

That in pursuance of the ends aforesaid the designed Commissioners or any two of them have power to charge bills upon the Commissioners for prize goods, which to them with the receipt of the party to whom the money is ordered shall be a sufficient discharge.

That an exact and orderly account be kept of all allowances made to any, that the abuses of double or farther relief (which some by indirect means have attained) may be prevented.

926. *March* $\frac{14}{24}$, 165 $\frac{2}{3}$. [R. BLACKBORNE] TO
CHARLES LONGLAND¹

[S.P. Dom. Commonwealth, xxxiv. 29.]

Sir [The H . . .],—I was prevented against my will from giving you a[n] [fayre] more perfect account of the late engagement [att] between the Dutch and us [att]. (According²) to my promise in my last which . . . in regard I was [forced] necessitated to attend the Commissioners of the Admiralty and Navy to Portsmouth upon the fleet coming in there [which I doubt not] and should now have forborne [but that I f . . .] sending you any particulars of it but that I find by letters from France that it is [very much] misrepresented there by the Dutch who [it is to be] are making lies their refuge and treasuring up [wrath] for the measures of wrath upon their Navy upon that account and therefore shall give you this short narrative [which you may rest upon] of the affair for your better satisfaction.

¹ The copy from which this letter is taken appears to be a corrected draft, the passages in square brackets representing the original form.

² Supplied by conjecture : the MS. is almost indecipherable here.

Upon Friday the 18th of February [a dispute] early in the morning a dispute began between Portland and the Isle of Wight betwixt the Dutch and us, their numbers being eighty [about eighty] and ours [between nearly about] between sixty or seventy, [we had] which continued [all that day] very sharp all that day [others straggling more in other places but they came not in to my part of the engagement] till evening parted them, the enemy having the weather gauge [in which] all that day.

The next morning we fell upon them again [having getting] having then through God's great goodness the wind [of them], gave them chase to the Eastward most part of the day and took [of them sinking, sinking and burning] and took, sunk and fired [several] many of their men of war.

[The day following being] On the Lord's day, being the 20th, [we fr] our ships began a fresh engagement [them again afresh] and pursued them [as far as] near Blackness [. . .] and then they [run] made such haste away, not being able to hold out any longer, that they [we] left their merchantmen behind, [the which were in number 400] 200 in number, to make the best escape they could and our ships bearing hard upon Tromp [he bore it being towards the evening] and he bore in with his fleet so nigh the shore insomuch that the wind [then blowing hard] being Northerly and blowing very hard and it being [even] dark we accounted it very hazardous to [f] go in too close to the shore as they did and thereupon anchored two leagues without him, he being about one league from the shore and we supposing he would not [wethe] have weathered Blackness, but contrarily he stole away [. . .] in the night putting out [the] his lights, so that in the morning [we] our fleet could not [find any there] tell where to find any of them whereupon [we the

p. returned] the Generals sailed to Portsmouth. You will easily imagine that such a continued action [must needs produce some . . . produce] was not [. . .] carried out without a great loss on either side, but blessed be our God that appeared so visibly among us that we lost not one ship in the whole business, saving the Sampson a small vessel which being taken [was regained] by the Dutch was suddenly rescued and afterwards sunk by ourselves, and the Generals assure us that had they had but two hours day [. . .] light more they had in all likelihood the [. . . fleet . . .] the greatest part of the Dutch men of war and merchant ships.

And albeit we have not [account of . . . each day's] particular account of each day's success yet this [. . .] I can assert to you for truth that there was taken, sunk, and fired [at least] at least [twenty] seventeen men of war, five of which are in our custody one being 1300 tons and the rest about 500 or 600 tons each, [and] but was conceived they lost many more for that Tromp on the Lord's day in the evening had not with him above thirty-four sail, and those very much torn and shattered and their men wounded [but we conceive their loss of men and ships [were] to be much greater than . . .].

We have also taken at least fifty of their merchant ships, laden with wine, salt, and other commodities, and 1500 prisoners which are at Southampton and other places. In this engagement [we lost four captains] Genl. Blake received [a slight wound] some hurt on [. . .] his thigh [of a] which was not dangerous, but since the fight he coming on shore took a great cold which put him into some distrain, but he is now upon recovery. [for the fu]. What [captains and] other officers and mariners are wounded and slain in the fight I refer you to the

enclosed which [when] when you have perused pray seal up [. . .] and direct to Capt. Badiley for me [wee are . . .]. Our fleet is now¹ sea [and care is taken . . .] and effectual care is taken for visiting our friends in your parts which will answer [the] I hope your expectations.

All your transactions since your [arrival] [coming] . . . in these parts I find have [. . .] been very well¹ by [the Council] those in charge here . . . and Col. Thomson adviseth you not to be solicitous about the business that you write to him of [. . .] there having been nothing at all delivered in by that party to your prejudice.

I [forgott] shall only add that in this engagement there was neither the Sovereign, Resolution, Andrew, George, Unicorn, James, nor Swiftsure, nor several other of the . . . ships, so that the hand of God was more seen in the absence of him . . . strength.

Sir, I shall be glad to embrace any opportunity of serving you and [sh] shall not cease to pray for the prosperous return into those parts [where you are much . . .] and that you may be further instrumental in the carrying on of the great work of God now in the wheel.

I remain.

14 March, 1652.

To Capt. Badiley by direction to Longland.

927. *March* $\frac{16}{26}$, 165 $\frac{2}{3}$.—*C.O.S.: DAY'S PROCEEDINGS*
[S.P. Dom. Commonwealth, i. 40, p. 87.]

That the names presented to the Council by the Commissioners for the Admiralty for five new frigates

¹ MS. indecipherable.

shortly to be launched be approved of, viz., the frigate at Portsmouth to be called the Bristol, the frigate to be built by Captain Taylor to be called the Portland, the great frigate at Deptford to be called the Essex, the lesser frigate there to be called the Hampshire and the frigate building by Mr. Pett to be called the Newcastle.

That a letter be written to the Generals of the Fleet to let them know how that the Council hath put a stop to the granting of any further commissions for private men of war until they shall be certified of the supply of the fleet with men, and do give power unto them for the more speedy [fitting] manning of the fleet to take men out of the private men of war as they shall meet with them and as they shall find they shall stand in need of them, and likewise to signify to them that the same power is devolved upon the three Generals of the Fleet as was in General Blake for the giving of instructions against the enemies of this Commonwealth, and to approve of what hath been already done by them herein.

That it be deferred to the Committee for Irish and Scottish affairs to confer with the Lord General concerning the putting aboard the ships of this Commonwealth 4 or 5,000 land soldiers, and to consider of the way and manner of putting this business into practice and execution, and to report their opinion herein to the Council to-morrow in the afternoon.

928. *March* $\frac{16}{26}$, 165 $\frac{2}{3}$.—D. WHISTLER TO C.O.S.

[S.P. Dom. Commonwealth, xxxiv. 36.]

Right Honourable,—In pursuance of your order whereby you authorised me to take the general care of the sick and wounded men here on shore

and in the parts adjacent, I thought fit to inform myself first of the condition of them, and finding many healed almost, or slightly wounded, accounted it safe for them and less chargeable to the public to return them to their ships, where salt meat will not do more hurt than strong drink would here; others whose wounds would be in the most probable prognostic of art of long cure, or if of short yet so as to leave them useless for want of limbs in present service, I thought it expedient for them, and less expense to the Commonwealth, that they were sent to London to be disposed of there in the hospitals or otherwise as your Honours shall think fit. They have surgeons and nurses sufficient to take care of them in the way. There are thirty-two sent up in four waggons: a list of their names is here inclosed.¹ The sick men of the fleet increase daily whom [the] General Deane hath ordered to be quartered on Fareham,² because this town is full already of wounded men notwithstanding this double evacuation. But there is some malignity in the sick that might endanger this place, being a garrison, for which cause that place is thought more proper for the fleet to unload themselves of their sick. General Blake mends but slowly, which detains me yet here waiting an opportunity of his desired firmer recovery, as also to see the new sick men provided for as to all accommodations for their recovery. So with my respects and service presented I remain,

Your Honours' most faithful humble servant,
DANIEL WHISTLER.

Mar. 16, 1652. Portsmouth.

¹ This list is not printed here.

² MS. 'ffarum.'

929. *March* $\frac{17}{27}$, 165 $\frac{2}{3}$.—C.O.S.: *DAY'S PROCEEDINGS*

[S.P. Dom. Commonwealth, i. 40, p. 89.]

1. That no more letters of marque be granted to any person whatsoever until the fleet of the Commonwealth be fully manned and put forth to sea.

930. $\frac{\text{March } 18-25}{\text{March } 28-\text{April } 4}$.—*NEWS FROM LONDON*

[Clar. MSS. 45, fol. 204.]

March 18, 165 $\frac{2}{3}$.—We are now a pressing 1,000 men in this city and have not left a serviceable man upon the river, but have either pressed them, or they are run into the country to follow other employments to avoid it.

Doleman is said to be from hence returning unto his charge in Holland, but our States are angry now in earnest, they hearing that their proposals of peace are refused, and that the Hollander will leave off trading this summer on purpose to ply us on all sides with warm clothes, and we have a mind to give them their belly-full, but we want seamen, and they absent themselves all they can, the late fight having shrewdly bruised their minds as well as their bodies. If the Dutch would but pretend the King of Scot's interest it would work upon that kind of people, and I am confident many would from hence resort to them, for they stick not openly to speak it, and for all the fair promises for the tenth of the prizes and the gifts of the land officers they are now begging for relief for them from door to door, which much offends the minds of those that are whole and sound and at home.

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March 25–April 4, 1653.—We are making all the preparations that possibly we can for sea, and are resolved by the 20th of the next month to have 100 sail out. Our wants of pitch, tar, cordage, &c., are so great, that we shall be forced to leave fifteen of our best ships in harbour, that were somewhat shattered in the last engagement. The Fairfax frigate (one of 56 guns) was on Monday last burnt in Chatham River; she was one of our Vice-Admirals in the last fight, and suffered much in it, but was now fitted again for sea; some say she was burnt accidentally, but many believe the contrary; the boatswain's mate and carpenter's mate are both imprisoned about it, and will be tried as accessories.

There are twenty-six ships to go out of this river; we had pressed a great many more, but our want of men is such that we shall have much ado to get out these. We have sent into Scotland, Ireland, Wales and the remotest parts of England to press men. We have so fleeced this river that (unless it be a State's waterman or some others that be protected) there is not an able man to be found on the river. The last week some merchant ships coming in were met in the Downs by some of our men of war, who left them not as many men as would bring in their ships, and had they not got some few from hence they had consequently been lost; there was also (by the entreaty of the East India Company) an agent ordered by our State to go to the Indies to the rest of the Company, and had a small frigate of the State's allowed him for that purpose, but he had not been a day at sea till some of our frigates met him, and notwithstanding our State's commission, they left him but as many men as would bring him back into one of our ports. An acquaintance of mine went the last week commissioned into the West to press

seamen, and from Weymouth gives this account, that the day before he came there, there came into that harbour five of our frigates to ballast, which were ordered to cruise between Portland and France; and that upon the sight of them, there was not a seaman left in town, being all run into the country to avoid pressing, which they usually did upon the sight of any of our shipping; so that he was out of hopes of doing the State any service in that employment. By all this you may guess what our condition is for want of seamen. We hear that the Dutch lie before Newcastle with ten or twelve sail of ships, which is the reason that we have no coals, but I rather believe that the seamen's fears of being pressed is the cause of it, and certainly were it towards winter, as it is summer, we should be starved; for coals that were sold on Monday last for forty shillings are now at £4, and are like to rise higher if not speedily remedied. We lost the last week a very rich ship coming from the Barbados, which is sadly bemoaned by the merchants, who hang the head and talk of nothing but their losses and how they shall recover their trade again, which is absolutely decayed both in city and country.

I was yesterday with a linen draper of my acquaintance who tells me that in his street there is no less than six of his profession and three merchants broke already, so you may judge what they are in other parts of the city.

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Blake is pretty well recovered, though within these few days they had but small hopes of him.

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931. *March* $\frac{19}{29}$, 165 $\frac{2}{3}$. — *PROPOSALS OF THE COMMITTEE FOR IRISH AND SCOTCH AFFAIRS*

[Add. MS. 22546, fol. 101.]

There being on Monday next but fourteen days to come of the present muster on which the 270 soldiers out of Colonel Pride's regiment, the 270 out of Colonel Ingoldsby's regiment and sixty out of Sir Wm. Constable's are appointed to be drawn out to sea service, and intended for the southward. That is to say the same determining the 4th of April next exclusively, and it being necessary the regiments should recruit up again the next muster.

It is proposed that the time (as well as place where) the said men shall be taken on ship board may be ascertained, so as they may not remain longer on shore than the said fourteen days' pay upon the land account will last.

That Colonel Pride (now gone down to Portsmouth) may be desired by the Generals of the Fleet to buy at Southampton a sufficiency of sea beds and rugs for these men who are supposed to have all other necessaries, and take care that a list be taken of each man's name that hath a bed or rug delivered to him, that the price or value thereof may be charged on his head. And the Commissioners for naval affairs upon returning that list to them to repay unto Colonel Pride the money disbursed for the beds and rugs so delivered and charged as aforesaid, and defalcation to be made by the Treasurer of the Navy out of their sea pay for the same. That if possible Colonel Ingoldsby's men may be taken in at Dover and like directions given to their officers to provide them beds here forthwith, and send them down in a hoy to Dover, or the fleet. And that there be this addition

further of one shirt apiece to be bought by the officers here and brought in charge together with the beds, Colonel Ingoldsby's being but new raised men and not so well provided as Colonel Pride's old soldiers.

932. $\frac{\text{March } 22}{\text{April } 1}$, 165 $\frac{2}{3}$.—*PH. PETT TO N.C.*
[Tanner MS. 53, fol 232.]

Right Worshipful,—This night about ten of the clock the Fairfax became on fire and is almost burned down to the water ; by a great providence the Unicorn was preserved. I much doubt there was treachery in it for that she was the weathermost ship, the tide newly come, the wind easterly and the fire so sudden that it was discovered ashore before the ship's company were sensible of it. The Unicorn was not a cable's length from her, and was yare in cutting cables in the hawse, and so with a warp bowsed¹ ashore on the east side, the Greyhound and other ships did the like, and she drove ashore upon the west side. I dare assure you there is no danger of the other ships but she is irrecoverable, her lower tier of guns are out, and part of her upper and her powder taken out at Queenborough. I thought fit to give you this brief account and shall be more punctual when I shall see the event ; in the meantime I crave leave to remain

At your command,
PHINN PETT.

Chatham Dock, 22 March, 1652, at 1 in the morning.

¹ *I.e.* hauled with tackle.

933. *March* $\frac{21}{31}$, 165 $\frac{2}{3}$.—*ARTICLES OF AGREEMENT MADE AND CONCLUDED BETWEEN THE COMMISSIONERS OF THE NAVY, FOR AND ON THE BEHALF OF THE PARLIAMENT ON THE ONE PART, AND JAMES TALBOT, COMMANDER AND PART OWNER OF THE GOOD SHIP CALLED THE SAMUEL,¹ BURTHEN OF THREE HUNDRED TONS OR THEREABOUT, OF THE OTHER PART, THE ONE AND TWENTIETH DAY OF MARCH, 1652*

[B.M. Add. MS. 9304, fol. 50.]

1. Imprimis, the said James Talbot doth by these presents let to hire and freight the said ship unto the said Commissioners of the Navy for the service of the Parliament for one voyage by God's grace to be made in manner and form following, that is to say, the said James Talbot doth covenant and grant by these presents that the said ship be with all expedition completely apparelled, rigged, fitted, and furnished with ground tackle, and sea-stores at the proper costs and charges of the said owners, in warlike equipage, according to the schedule endorsed, as is usual for ships employed as men-of-war, in the service of the State, as a ship of her rank and burthen, to serve the Parliament for six months certain, or eight months if required thereunto, and being so fitted shall be ready to sail from Woolwich out of the river of Thames, to such port and place as the Council of State, Commissioners of the Admiralty, or Commander-in-chief of the fleet shall appoint.

2. Item, in case the ship shall be lost honourably in fight, then such allowance to be given for the said loss as is declared by the Council of State.

¹ Samuel, 300 tons, 110 men, 30 guns.

3. Item, it is agreed that the State shall supply such ordnance as shall be thought fit to be put into the ship over and above twenty guns which the owners are to find. And for surplus munition, what shall be judged necessary the State is also to supply and to bear the charge of all such powder and shot as shall be expended in fight, or by command during the voyage.

4. In consideration hereof, the said James Talbot and the rest of the owners, are to have of the Parliament after the rate of £108 per mensem, accounting twenty-eight days to the month, that is to say two months pay in hand, amounting to £216 by way of imprest, payable forthwith from the Treasurer of the Navy, and as much more as will make up six months' pay for the hull of the said ship, when she hath served (after the commencement into sea pay) the said six months, and shall produce ample certificate thereof from the Commander-in-chief of the fleet, and the remainder at the discharge of the said ship or within forty days after.

5. Item, it is further agreed that the said ship shall not enter into sea pay till she be completely furnished with all necessary rigging, ground tackle, sea stores, &c., and in all points and particulars fitted for the present intended service, as aforesaid, and be ready to take in her victuals at Woolwich aforesaid, and her said readiness testified by those whom the said Commissioners shall appoint for that purpose.

6. It is further agreed that the victuals and wages of such mariners and seamen (being 110 men) as shall be entered on board by the State or their instruments, and employed in the said ship during the present intended service, be borne and discharged by the State, and the owners of the

said ship wholly be freed and discharged from the same.

7. Lastly for all such sum or sums of money before mentioned, payable at the signing hereof or that hereafter shall grow due or payable by virtue of this contract, the said James Talbot is not only himself, but the rest of the owners of the said ship are content to accept of the Parliament for payment.

In witness whereof the parties abovesaid have interchangeably set their hands, the day and year above written.

SCHEDULE

Ordnance	20	besides 10 the State finds
Powder	}	The State finds
Swords		
Half pikes and spits		
Muskets and bandeleers		
Shot, round to each piece		
Pistols		
Cables	6	
Warping hawsers	4	
Anchors, besides a kedger	5	
Small cordage besides rigging	1	ton
Suits of sails	2	
Sea victuals for 6 months		The State finds

934. *March* $\frac{2}{3}$ 1, 165 $\frac{2}{3}$.—*D. WHISTLER TO SIR H. VANE*

[S.P. Dom. Commonwealth, xxxiv. 46.]

Right Honourable,—I find in the pursuance of my trust in relation to the general care of sick and wounded men here so great a difficulty of right accommodating them with means suitable for their safe and speedy recovery in respect of their scattered quarters, that I account it my duty not only by way of apology for past miscarriages, if there hath not been so much done as could be wished, but also for

prevention of the like future¹ upon such another occasion, to represent that it were very desirable some one place capacious, and not [ill] situated in respect of air, water and conveniency of landing, were procured to remove these inconveniences following: as the exposing sick and wounded men long in the open air upon the ground in expectation of quarters before they are received into any house. And then the long being in that house before notice given to the physician, and chirurgeons; also the difficulty of sufficient visiting them after notice by physician, chirurgeons and apothecary. The want of linen and medicines timely which should be in readiness aforehand in store; the supplies of both from London after present occasion being too slow a remedy. Besides the difficulty and charge otherwise of ordering their diet, nursing: the thronging of weak men into poor stifling houses: the temptations to them of drinking inordinately in victualling houses, who have no other but strong drinks, and that at such extraordinary times of vent new and unwholesome, especially in this place where the water is brackish. The expense of one man scattered if to the satisfaction of his host is so much as I believe would suffice two in a hospital. I understand by letter from Dr. Pruiean and Dr. Bates that the Council upon these or better reasons are in consideration of erecting a hospital hereabouts, and that Porchester was named as convenient, which upon view I likewise found so for situation and for air and water healthful, but whether it may not cost as much to repair an old ruinous castle as to build a new house by, I refer to the judgment of the Surveyor in Architecture. General Blake I hope mends, but I am checked from too presumptuous prognostics by that maxim *de senibus non temere*

¹ *Sic* MS.

² *I.e.* sale.

sperandum ; it is the prerogative of the great physician in heaven to presage life or death according to His secret decree, a ray of whose all seeing knowledge appears but dimly to us through narrow crannies of conjectural guess ; that His protection Who is omnipotent as well as omniscient may be on him and you and all public instruments of our safety is the hearty prayer of

Your Honour's

Most faithful humble servant,

DANIEL WHISTLER.

Portsmouth, 21 March, 1652.

935. *March 24*
April 3, 165 $\frac{2}{3}$.—BOURNE AND LAWSON TO
THE ADMIRALTY COMMISSIONERS

[S.P. Dom. Commonwealth, xxxiv. 69.]

Right Honourable,—According to order we came this morning to this place. Immediately went to view the ruins of the Fairfax which is burnt down fore and aft to the lower futtock, only her bottom remaining wherein was the guns and other provisions left on board. And in the pursuance of your Honours' commands in order to a strict examination of the manner of burning the aforesaid ship and also the persons who are guilty or accessories thereof, we have accordingly used the best way and means to inform ourselves whether this said disaster happened by treachery or neglect of duty in those concerned in your trust, and have ripened matters in our thoughts ready for a farther prosecution ; only have waited this day to see whether Dr. Walker come or not, but now, the evening being come, conclude that your Honours have seen cause to alter that resolution, and therefore in case we receive nothing to alter our purposes we are resolved in the morning to take such examinations that are

material to the case, in meantime shall only give your Honours this general account of our apprehensions (that concurs with what one of us gave you last night) that there is no appearance of any design by treachery to destroy her, but only a thievish contrivement which occasioned the setting on fire some loose powder that was scattered in the powder room by the fall of a candle, and as to that part of neglect of duty we humbly conceive that cannot be excused, for upon examination we find that there was borne upon her book thirty men, whereas there was but fourteen on board and he that was the principal officer of trust (who was yeoman to the boatswain) was absent, and the gunner's mate and yeoman of the powder room, who were on board, we conceive will appear most deeply chargeable. We find by examination that no watch was kept on board; no boatswain or gunner belonging to her, nor any other care taken to prevent this untimely loss. We shall take boldness to represent matters clearly to your Honours as we apprehend, as also offer our thoughts thereupon when we have more fully acquainted ourselves therewith, which we hope to effect to-morrow, so for present crave leave to subscribe ourselves,

Right Honourable,
Your very faithful and humble servants,
N. BOURNE. J. LAWSON.

Chatham, 24 March, 1652.

936. *March 24*, 1652².—BOURNE TO A.C.
April 3

[S.P. Dom. Commonwealth, xxxiv. 70.]

Right Honourable,—The last night from Gravesend I gave you a rude account of what I gathered up the concerning the business of the Fairfax and

was bold to give you my opinion thereupon so far as I then apprehended, and according to your command given me I came this morning hither, and Captain Lawson also, who came up to Gravesend in the night, and upon our coming here we went to view the remainder of the aforesaid ship, which was afloat by the hulk's side where was most of the help about the yards employed to get out those guns that were left aboard, being about twenty-eight, many of the brass guns being melted. The lower tier and three of the upper tier were taken out before and laid on board the hulk there to bear aboard her ; I have given them order to take out what lies in the ground tier, being about twenty tons, and shall dispose the same in the best way I can if it be not spoiled already by the heat of the fire, and to-morrow shall clear her. As for that part of the hull remaining I cannot at present give your Honours my apprehensions rationally whether she will be worth it to rebuild or not, she being burned fore and aft down as low as the lower futtocks ; but forasmuch as the dock is open and must be shut up empty, I have given order to bring her in there to-morrow where she will be fully surveyed whether she be found fit to be built upon or otherwise ; if she shall be broken up it will be suddenly done and with least charge there ; her sails are all ashore and all her rigging unless ¹ her shrouds, her topmasts also and all her anchors. The Greyhound will sail to-morrow to Lee Road and there expect her victuals being more ready there to answer your end than if she should come up to Tilbury Hope. The Betty I found ashore unrigged and not above three on board besides the gunner and boatswain, but I understand neither captain or any other officer belongs to her : I have given order for her speedy fitting and within two days she shall be

¹ *I.e.* except.

gone if a commander come to take charge of her. The Wren is in the same manner and hath none to help forward her dispatch. I shall take the best course to get them in readiness, so for the present crave leave to remain

Your very humble servant,
N. BOURNE.

Chatham, 24 March, 1652.

937. *March 24*
April 3, 165²/₃.—*DEANE AND MONCK TO A.C.*
[S.P. Dom. Commonwealth, xxxiv. 71.]

Gentlemen,—We have yours of the 22nd present with the ill news of the firing of the Fairfax, and have given out strict and positive order that all care may be taken for prevention of the like here.

As to what you offer in consideration about the removal of captains we shall give you account what we have already done. Captain Peacock we have removed into the Triumph and Captain Goodson into the Rainbow in his room, and if you would send down Captain Jordan, according to our desire, we would put him into the Vanguard, where he will be more welcome to the officers of that ship than most men; and if you will appoint Captain John Bourne for the Swiftsure as we have formerly offered, Captain Strong might bring out the Unicorn, which we shall change according to your desire if there be cause. We are glad to hear that Captain Proud has engaged himself to go along with us in the Resolution, for indeed we were much put to it in our own thoughts for a fit commander for that ship.

We are glad to hear the Swan, John and Elizabeth are returned from Hull with 150 barrels of powder and we hope you are casting about all ways to supply us here, there being not one

barrel of powder for the Resolution, as the officers of the Ordnance here inform us, nor to complete the rest of the ships more than the twenty-five which are already furnished, which we doubt not but you are very sensible of. All hands are at work to expedite the fleet, which is all at present to be communicated by

Your very affectionate friends and humble
servants,
R. DEANE,
GEORGE MONCK.

Portsmouth, 24 March, 1652.

We finding the Prosperous to be very much out of repair and the Commissioners of the Navy here informing us that there are other ships to be had here at easier rates and will sooner be ready, we have thought fit to appoint herein the number of those that are to go in, besides the captain's son claims right to go commander of her for that his mother and the whole family's livelihood depends thereon.

Upon the closure of this letter the officer of the Ordnance here presented us with a list of what ships were supplied with general (?) stores here which we send you herewith.

938. *March 24*
April 3, 1652².—*W. C. DE WITH TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords.

My Lords,—I beg respectfully to inform your Noble and Powerful Lordships of the following facts:—After I had left the Assembly of their H.M. and your Noble and Powerful Lordships on March $\frac{18}{28}$, I reached Rotterdam on the morning of the $\frac{19}{29}$ th, and departing again from there on the

morning of the $\frac{20}{30}$ th, set out for Amsterdam, which I reached on the $\frac{21}{31}$ st. On that day I went before the Boards of Admiralty and of the East India Company and informed their Lordships that I had brought orders to put to sea at the earliest possible moment with the ships now lying in Texel; and begged that such of their Lordships' ships as are destined for our expedition, and are not yet fully equipped, may be completed as quickly as possible. I could not communicate with the Directors that day, because they had no meeting. On $\frac{\text{March } 22}{\text{April } 1}$ I went before the Directors and urged them very emphatically to complete the equipment of such of their ships as were not then ready; and further begged the Lords of the Admiralty Board, the Directors, and the Commissioners of the East India Company, to press forward with the ships in the Texel belonging to their Lordships; I then took my departure and came in the afternoon of $\frac{\text{March } 23}{\text{April } 2}$ to Texel. This morning, $\frac{\text{March } 24}{\text{April } 3}$, I summoned all the captains here to come on board, and from them have received a report of the number of ships now lying here, and of the guns and men they carry, as shown in the accompanying list,¹ which I beg your Noble and Powerful Lordships to receive for your further information. I had expected to find a larger number of ships ready here, but shall not fail to put to sea forthwith with the few ships that are ready, in accordance with their H.M.'s instructions, of which I hope to be able to send due notice on my sailing from here. Further, my Noble and Powerful Lords, the Lords of the Board at Amsterdam have informed me that they have not been able to complete the ammunition-ship for the use of the fleet, but were writing to their H.M. on

¹ Not included in this collection.

the subject. With regard to the chest of medicines and old linen, prepared by My Lords the Council of the States, I beg that this also may be sent to us as quickly as possible on board one of the ships of war lying off the Briel and destined for our squadron. I beg further to submit that all the said ships of war, now lying ready off the Briel, should be ordered by their H.M. to the rendezvous in the Wielings; and that Heer de Ruijter, commander there, should take these and all the other ships for our squadron that are in the Wielings under his care. And I beg that your Lordships will take this into consideration, in order that our small force may not be split up any further. I trust that the galliots from the Meuse and Zeeland will take a large quantity of fresh water on board, as I have already requested.

In addition to the above, Noble and Powerful Lords, I have to inform you that to-day I went on board Captain de Wilde's ship (in company with Heer Tammisen and Official Advocate van Alteren, deputed by the Lords of the Amsterdam board), in order to take up my position on that ship in accordance with their H.M.'s commands. The said gentlemen made an eloquent speech to the crew of the said ship, setting forth and explaining to them their H.M.'s orders, which they refused to obey, saying that they had not understood I was to come on board for some time. They thereupon exhorted them several times to obedience, but they nevertheless persisted in their obstinacy. I then reasoned calmly with them, in the presence of the said gentlemen, asking them what motive they had for refusing me as their commander, and whether I had ever done them any wrong, or treated them badly, or whether they feared, when we met foe, I should be lacking in courage to bring them to

close quarters. They replied that none of them had been treated ill by me, nor did they fear, that when we met the foe, I should fail to bring them to close quarters, but gave as reason and excuse that Admiralty men had on a former occasion refused to accept me as their commander, and for that reason they also were unwilling to do so. And as we are at present still lying in the Texel river, I thought it necessary to surround Captain de Wilde's ship with three ships of war, in which step the said two gentlemen concurred. I beg to be informed of your Lordships' views, whether I ought not to take the said ship by force, that such mutineers may be punished as an example to others. Your Noble and Powerful Lordships must know that I cannot get the said ringleaders out of the said ship except by force, and that there are a large number of them. I further beg most respectfully that I may be favoured with your Lordships' instructions as soon as possible, informing me how to proceed in this matter. I think that had the ringleaders on the Lieutenant-Admiral's ship been punished on a former occasion, these men would have had no pretext, for they refer to that circumstance. And meanwhile I have been, and now again am, insulted by our own men, which cuts me to the quick ; but I am in hopes that your Noble and Powerful Lordships will extend the hand of justice and hope to your humble faithful servant, &c. &c.

(signed) WITTE CORN: DE WITH.

I feel sure that, if it is thought desirable to ascertain the promoters of this mutiny, there is not likely to be any difficulty in the matter.

Farewell.

On board the Amsterdam, Admiralty yacht,
lying off Texel, ^{March 24}_{April 3}, 1653.

939. *March 24*, 165 $\frac{2}{3}$.—*NEWS FROM THE HAGUE*
April 3

[Clar. MSS. 45, fol 202.]

The last English letters bear that upon deliberation in Parliament concerning a peace with this State, General Cromwell's advice being asked, his answer was that he was not at all against the peace with us, but seeing the constitution of their Republic was such as they must still be in arms, it was necessary first to consider against whom they should be employed. So there was no conclusion taken, but some discourses of sending Ambassadors hither with overtures of peace, which purpose, if it should proceed, would obstruct the resolutions here of making the alliance with France, of making a Captain General, and supplying of the Highlanders of Scotland, and publishing the order for the freedom of our ports to His Majesty of Great Britain's ships with insertion of his due titles.

A certain skipper of Rotterdam, who had been taken with his ship laden with wine in the late sea fight and carried to London, and having upon the 26th of the last month escaped from thence and upon the 30th come to Rotterdam, reports that the English have, in the late fight, taken five men-of-war of this State, and one or two and thirty merchant ships besides some other merchantmen of Hamburg and other places, which they are resolved to declare good prizes, because they had put themselves under protection of our ships. That there were still missing sixteen of the English men-of-war, 3,475 of their men killed, and above 1,600 wounded, whereof there was a particular list, with their names and

surnames. That Admiral Blake¹ was so lame of his wounds, as he was believed unfit to go to sea any more. That the English have no more as yet but seventeen frigates at sea, whereof five are gone to Ireland, and most of all their ships extremely shattered, and their masts broken, whereof he himself was an eye-witness.²

The President for this State in Denmark adviseth that they are making great preparation there of cannon, sails, ammunition, and all other necessaries to set out their fleet to sea with all speed.

The States of Holland having on Friday last taken order for paying of three months pay to the sailors at Rotterdam, the Vice-Admiral de With and the Commodore de Ruijter had order to set out with so many ships as are ready and ply to and again upon the Flemish coast to observe the motions of the English, and the rest of the ships as fast as they can be ready are to be sent after them. On Saturday last they went from hence.

The 29th of the last month the States having resolved to gratify such chief and inferior officers of their Navy as in the great sea-fight and other occasions had done good service against the enemy, have appointed for Admiral Tromp a present of the value of 2,000 guilders, for Vice-Admirals de With and Evertsen, the Commodore de Ruijter and Pieter Florisz. the Rear-Admiral,³ 1500 guilders each, as also a proportional recompense to all captains and other inferior officers that have deserved well, with provision for the widows and children of such as are dead in the service.

The Committee of the States General for sea affairs having advised with Admiral Tromp and

¹ 'Black' in MS.

² These figures are most inaccurate.

³ 'Schout bij nicht,' cf. Vol. I of these papers (*N.R.S. XIII.*), p. 177.

other chief officers of the Navy concerning the safe going and returning of such of their merchant ships as are ready to go out from hence, or to return from abroad, the said officers are of opinion that our merchant ships should do best to lie still and not stir outward nor homeward while the English are strong at sea, but expect till our ships first go to encounter the English, and either beat them or drive them into their harbours, which being done our merchantmen may then securely go and come with small convoys.

940. *March 25*
April 4, 1653.—*DEANE AND MONCK TO A.C.*

[S.P. Dom. Commonwealth, xxxiv. 84.]

Gentlemen,—Yours of the 23rd instant we have received, and as to what you write concerning several men discharged out of the fleet by ticket and come for London upon slight pretences, which is somewhat strange to us how it should be, for that we are informed by the respective captains of the ships here that they are very circumspect in signing of tickets for any, and we find daily several men who would go out of this town are turned back by the Court of Guard, so that we cannot tell how to be more careful in that particular than we are, but yet we shall renew our commands to the captains that their present diligence may be doubled for the future.

As to the ascertaining the time for the land soldiers appointed to go on board the ships intended for the Straits, we are not as yet ripe for it nor can we give you any account thereof, until such time as the merchant ships to be taken up for that service be agreed on, and on some good forwardness for the taking of them in, which we hope will be in a short time.

We are glad to hear the sea is so clear, that the Briar and Pearl are a sufficient convoy for the victualling ships and other vessels laden with provisions for the fleet; were we so persuaded we would send away from hence the Dutch prizes and lame ships appointed for London, but we fear lest de With should have come out and so snap them up by the way, which if so would very much reflect upon the honour of this Commonwealth. And therefore dare not send them, without a very considerable convoy to attend them, but would willingly receive some further intelligence from you for our direction therein, being sensible the prizes increase not by lying here nor the charge of the State be served by those merchantmen continuing in pay when they are incapable of service.

For the land soldiers you mention and therein chiefly referring us to the propositions made by the Commissioners for Scotch and Irish affairs, which we have perused but can say little to it, only this we think if seamen cannot be had such a proportion of soldiers may do well, provided they be able and sufficient men such as can do service when called thereunto. But could wish 2,000 of them might be seamen, which we conceive may be had if some way could be thought upon to continue a considerable number of them in pay (as the soldiers must be) ashore as well as at sea or else you will hardly get any soldiers hereafter. But if so many seamen cannot be had that we offer that those soldiers, which it seemeth must be men raised and such as probably know nothing either of land or sea service, may be agreed withal at thirteen or fourteen shillings per mensem and the present number of volunteers allowed to each ship doubled, whereby we should get able and sufficient seamen to direct the former unskilful men (which else will be of little use), and such who by

their interest in several parts will bring many seamen along with them and the charge the State will be at very inconsiderable having respect to the former abatement.

Concerning a convoy for Bilboa you know our strength, the necessity of trade and the enemy's design better than we. And therefore do not conceive ourselves in a capacity to advise you therein. We desire you would send down Captain Jordan unto us so soon as you can, and if you please to appoint Captain Bourne for the Swiftsure, who we doubt not will be in a capacity to receive the command of her by that time she is ready, we are,

Your very affectionate friends,

And humble servants,

R. DEANE,

GEORGE MONCK.

Portsmouth, 25 March, 1653.

The person who was appointed to be Lieutenant of the Advice not accepting thereof, if you think the person by you recommended for that employment be a seaman then send him down unto us and we shall commission him accordingly, for we put none other in nor think any fit for that employment that are not thus qualified as the state of affairs now stands.

941. *March 25*
April 4, 1653.—COMMISSIONERS OF NAVY
(PORTSMOUTH) TO A.C.

[S.P. Dom. Commonwealth, xxxiv. 85.]

Right Honourable,—Yours of the 21st instant we have received and are joyful to hear that there is such effectual direction given to the Commissioners of the Navy and Treasurer touching a supply of

money which we hope will be taken care of by them accordingly, having received somewhat from them to that purpose since the receipt of your Honours. Meantime do humbly assure your Honours that as we have so we shall be careful for the future not to sign any tickets nor pass bills but what there is an absolute necessity of doing for the more comfortable and expeditious carrying on of the service, and shall make as many of them payable at London as conveniently may be.

We shall not be wanting in our endeavours for putting the Act of Parliament for impressing mariners into a vigorous way of execution, and have to that end sent out our instruments to divers places who are furnished both with Act of Parliament, press warrants, instructions and money. Your service here (blessed be God) goes on cheerfully considering the vastness of it and without the least interruption hitherto. We have taken the boldness (having first advised with the Generals) in causing divers forecastles for many of the frigates to be erected of late, which we hope your Honours will well accept, for that we humbly conceive it abundantly secures both your ships and men in defensive fights.

There are divers ships that have been ready for sailing some days, but the contrariness of the wind hath hindered them. We daily make a progress in taking up ships for the southward, but shall not be able to give your Honours a clear and satisfactory account thereof till some time next week.

We find upon the re-victualling of many of the frigates that there are good quantities of beer saved of the allowance given by the State,[£] and till of late we could not persuade the victuallers to any other than issuing out equal proportions to each ship notwithstanding we are of opinion from what already appears that there will be one month of five

saved in beer to what is spent of all other provisions. But of late their impossibility of supplying a full proportion of beer to all other provisions makes them comply with what we demand.

We have treated with Mr. Barton about Porchester Castle. He acknowledgeth to have taken a lease for three lives of Sir William Udall about ten years since, who pretends he hath laid out a great deal of money to make some part of the castle tenantable, after which he left it to one Mr. Braxton for £19 a year, who now lives in it and (as he saith) hath eleven years to come. The said Mr. Braxton pretendeth that he hath also laid out a considerable sum of money for the making of it more accommodable for himself by which he hath improved it some £4 or £5 a year. And for both their interest (notwithstanding it is so great a contingency) as the remainder of two of the three lives they ask £400. The heir of Sir William Udall, in whose hands the fee simple estate is, is of age about twelve years, who lives at Wickham seven miles hence; his guardians are Sir Edward Banister in Drury Lane, Mr. Rowles a Counsellor at Petersfield, Mr. Stephen Maine, at Titchfield, Captain Collins, at Conington, six miles beyond Wickham. This is all the light at present we can give your Honours of this castle, which we leave to your Honour's consideration.

The Commissioners of the Navy do earnestly importune for Mr. Smith's return. Truly we are persuaded if they were eye witnesses to the multiplicity of distracted businesses that doth attend the place at this time (the dispatch of the most part of which, if not all of them, are of the absolute necessity for the carrying on your affairs at this time to answer your Honour's expectation and the exigency of the Commonwealth, in the doing of which we scarce have a minute's time to spare from one week's end

to the other) we are of opinion they would soon be of another mind. May it please your Honours if your service could well be without this number with safety. There are some of us are not so wedded to this place, especially considering what weighty businesses we have at present in other places for the Parliament, that we should soon make it our humble request to your Honours that some of us might be dismissed from hence. We are,

Your Honours' most humble servants,

PETER PETT,

F. WILLOUGHBY.

Portsmouth, 25 March, 1653.

942. *March 26*
April 5, 1653.—*W. C. DE WIT TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords.—My last dispatch to your Lordships was dated *March 24*
April 3, since which time up to the present no change has taken place, so that the ships here still want about 240 men to complete, as shown in my list forwarded to your Noble and Powerful Lordships on *March 24*
April 3, and if the said ships are to do any service, they cannot do without these men. I find that we have here, too, some ships of very little power, in addition to the fact of their crews being short, which I make bold to say is a bad state of affairs. With regard to Captain Wilde's mutinous crew, they grow more obstinate every day, which is, of course, a great cause of trouble to me, for the mutiny is taking place here in the river, under the eyes of two of the Commissaries of the Amsterdam Admiralty (who would fain see it otherwise); but if it occurred at sea, be assured I should cut their time a little shorter. It is absolutely necessary that a suitable

example be made. If this crew persist, it is in their power to throw a whole fleet into confusion, and this I confidently expect. They refer to the Admiralty men, who furnished them with a precedent, and the other sailors here will likewise be wrought up by this means. I beg to assure your Noble and Powerful Lordships that I do not write this from any want of courage; but I hope to receive orders as soon as possible to use force, and address them in another tongue. It cuts me to the quick to have been insulted on six occasions quite lately, without having given the slightest occasion therefor to anyone in the world, as I call God Almighty to witness; first at Flushing on board the Lt.-Admiral's ship by his crew, in the presence of my Lords the States; the second and third times at Flushing and Middleburg, by the rabble; on the fourth occasion on ^{September 25}_{October 5} by the Admiralty crew, who resisted my coming on board; [the fifth time] on ^{September 28}_{October 8} and ²⁹₉, by divers captains who had not acquitted themselves as their duty demanded in the engagement with Admiral Blake, whereby the service of the country had suffered; the sixth time, by Captain de Wilde's crew, which may give rise to a widespread mutiny among the ships lying here; and if it should be put down to my harsh treatment of them, I beg to refer to the Commissaries Tammisen and van Alteren. May it please your Noble and Powerful Lordships to be assured that it cuts me to the quick, after all my faithful service, to be submitted to such a reproach, that I cannot feel I have deserved, and if a serious effort is made to take the ringleaders of Captain de Wilde's crew, they will be easily found.

Further, Noble and Powerful Lords, up to the date hereof, there are not twelve ships ready to put to sea; but I will omit nothing which can promote the

completion of the ships here at the earliest possible moment. After writing the above, I have made an inspection and find that there are East India Company's ships lying in the Texel and the Vlie, as per enclosed statement &c., &c.,

Your Lordships' humble,
faithful servant,
(signed) WITTE CORNEL de WITH.

Done on board the Amsterdam Admiralty yacht, lying off Texel.
March 26,
April 5, 1653.

943. *March 27*
April 6, 1653.—C.O.S.: DAY'S PROCEEDINGS

[S.P. Dom. Commonwealth, i. 41.]

That a letter be written to the Generals of the fleet signifying to them the information the Council hath received concerning de With's being gone to the northward, designing probably the meeting with the colliers bound from Newcastle. And therefore desire them to send Vice-Admiral Penn with all the ships now ready unto the Swinn, where the Rear-Admiral¹ now is, in order to attend the motion of the Dutch. And to give him such instructions as they shall judge needful.

That a letter be written to the Mayor of Newcastle and Captain of Tynemouth Castle to let them know of the information received of de With's going northward, to desire them to be aiding to the Commander-in-chief, as far as shall be necessary, that such orders as he shall give may be observed.

That a letter be written to Captain Motham, Captain of the Bear, or in his absence to the commander-in-chief of the squadron, to inform him of de With's going northward with forty ships; that he

¹ *I.e.* Lawson.

be careful not to venture his convoy unless he have good intelligence that the coast is clear of any greater force than himself is of, to that end that he send out some nimble boat to gain intelligence; and to give an account to the Council of his intentions as to any motion.

944. *March 28*
April 7, 1653.—*INSTRUCTIONS TO*
CAPTAIN PENN

[B.M. Add. 9300, fol. 250.]

Robert Blake, Richard Deane, and George Monck, Admirals and Generals of the fleet appointed by Parliament for this Expedition.

Instructions for Captain William Penn, Vice-Admiral of the fleet.

You are in company of as many nimble vessels and frigates as you can make ready in twenty-four hours, to take into your convoy all such prizes as are without in the Road, as also such merchant ships of war whose victuals are expended, safe into the Gore,¹ as also those vessels bound for Dunkirk,² in the best security you can, the which being performed, you are to take into your charge such ships and vessels as are in the Downs or ports adjacent, ready and bound to the westward, and with the first opportunity of wind and weather sail to this place. You are likewise to call at Dover for what powder the officer of the Ordnance there or Governor of Dover Castle hath ready to come hither, and bring along with you in some of the ships under your command; you are also to leave

¹ *I.e.* the westward continuation of the South Channel, between the Margate Sands and Reculver.

² *Cf.* Nos. 885, 950, and 952.

behind you five or more of the best and nimblest sailers, not exceeding eight at the most, to ply between the North Foreland and Calais, or thereabouts as you shall see cause, and to give them such further order as to you shall seem good for the service of the State. And order those merchant men of war whose victuals are not expended to keep out their time, and lie to the northward to secure those coasts, except you see reason to the contrary. You are also, both going and returning, and during your continuance to the eastward, to take and surprise, and, in case of resistance, to sink or otherwise destroy any ships or vessels, men of war or others belonging or appertaining to the United Provinces of the Low Countries; and also all ships and vessels belonging to the French King, or any of his subjects, or any other prince or state, or any of their subjects in hostility with this Commonwealth; as also all pirates or vessels of any other person or persons whatsoever who shall any way disturb the safe and peaceable trading of the good people of this nation, or under their obedience and protection. And what else you shall see may advance the service of the Commonwealth in pursuit of these orders. We also desire you will hasten back to this place, with what speed you can, in observing the premisses. And this shall be unto you sufficient warrant. Given under our hand and seal at Portsmouth March 28, 1653.¹

¹ The copy is endorsed: 'These were intended for him before the last letter from the Council of State. [The letter in question would be that spoken of in No. 943, first paragraph.] The copy from the Portland MSS. No. 947, probably represents the final form of the orders.

945. *March 29*
April 8, 1653.—INSTRUCTIONS FOR THE
BETTER ORDERING OF THE FLEET
IN FIGHTING

[Duke of Portland's MSS.: Navy Papers, 1640-1696, fol. 180.¹]

Robert Blake, Richard Deane, and George Monck, Admirals and Generals of the Fleet appointed by Parliament for the Expedition.

Instructions for the better ordering of the Fleet in Fighting.

First. Upon discovery of a fleet receiving a sign from the General (which is to be striking the General's ensign and making a weft) two frigates appointed out of each squadron are to make sail and stand with them for nigh as conveniently they may, the better to gain a knowledge of what they are and of what quality, how many fire-ships and others, and in what posture the fleet is, which being done the frigates are to speak together and conclude on the report they are to give, and accordingly repair to the respective squadrons and commanders-in-chief and not to engage, if the enemy's ships exceed them in number, except it shall appear to them on the place that they have an advantage.

2. At sight of the said fleet, the Vice-Admiral or he that commands in chief in the second place and his squadron, as also the Rear-Admiral or he that commands in chief in the third place and his squadron, are to make what sail they can to come up

¹ These instructions have already been printed in Vol. XXIX. of the Society's publications, Mr. Julian Corbett's *Fighting Instructions*, 1530-1816. A later edition of them as re-issued in March 1654 is given in Granville Penn's *Memorials of Sir Wm. Penn*, Vol. II. p. 76, taken from the Penn papers among the Sloane MSS. (British Museum). Reference should be made to Mr. Corbett's volume for notes.

to the Admiral on each wing, the Vice-Admiral on the right wing and the Rear-Admiral on the left wing giving a competent distance for the Admiral's squadron if the wind will permit and there be sea room enough.

3. As soon as they shall see the General engage or [he] shall make a signal by shooting of two guns and putting out a red flag on the fore-topmast-head, that then each squadron shall take the best advantage they can to engage with the enemy next unto them, and in order hereunto all the ships of every squadron shall endeavour to keep in a line with their chief, unless the chief of his squadron shall be either lamed or otherwise disabled (which God forbid), whereby the said ship that wears the flag shall not come in to do that service which is requisite, then every ship of the said squadron shall endeavour to get in a line with the Admiral or he that commands in chief next to him and nearest the enemy.

4. If any squadron shall happen to be overcharged and distressed the next squadron or ships are immediately to make toward their relief and assistance upon a signal given them ; which signal shall be in the Admiral's squadron a pendant on the fore-topmast-head, the Vice-Admiral's squadron or he that commands in the second place a pendant on the main-topmast-head and the Rear-Admiral's squadron the like.

5. If in case any ship should be distressed and disabled by loss of masts, shot under water or otherwise so as he is in danger of sinking or taking, he or they thus distressed shall make sign by a weft of his jack or ensign and those next to him are strictly required to relieve him.

6. That if any ship shall be necessitated to bear away from the enemy to stop a leak or mend what else is amiss which cannot otherwise be repaired he

is to put a pendant on the mizen-yard-arm or on the ensign staff, whereby the rest of the ships may take notice what it is for, and if it should be that the Admiral or any flag-ship should do so, the ships of the fleet or of the respective squadron are to endeavour to keep up as close in a line between him and the enemy as they can, having always an eye to defend him in case the enemy should come to annoy him in that condition.

7. In case the Admiral should have the wind of the enemy, and that other ships of the fleet are in the wind of the Admiral, then upon hoisting up of a blue flag at the mizen-yard or mizen-topmast, every such ship is then to bear up into his wake or grayne¹ upon pain of the severest punishment. If in case the Admiral be to leeward of the enemy, and his fleet or any part thereof to leeward of him, to the end such ship to leeward may come in to a line with the Admiral. If he shall put abroad a flag as before and bear up, none that are to leeward are to bear up but to keep his or their luff thereby to gain his wake or grayne.

8. If the Admiral would have any of the ships to make sail or endeavour by tacking or otherwise to gain the wind of the enemy, he will put up a red flag upon the spritsail topmast shroud forestay or fore-topmast stay. He that first discovers his signal shall make sail and hoist and lower his jack and ensign that the rest of the ship may take notice thereof and follow.

9. If we put up a red flag on the mizen shrouds or on the mizen yard-arms, we would have all the flag-ships to come up into the grayne and wake of us.

10. If in time of fight God shall deliver any of the enemy's ships into our hands, special care is to

¹ Or 'grain,' *cf.* *N.R.S.* XXIX. p. 102.

be taken to save their men as the present state of our condition will permit in such cases, but that such ships be immediately destroyed by sinking or burning the same that so our own ships be not disabled or any work interrupted by departing of men or boats from the ships, and that we require all commanders to be more than ordinarily careful of.

11. None shall fire upon any ships of the enemy that is laid aboard by any of our own ships, but so as he may be sure he does not endamage his friend.

12. That it is the duty of the commanders and masters of all the small frigates, ketches and smacks belonging to the several squadrons to know the fire-ships belonging to the enemy, and accordingly by observing their motion do their utmost to cut off their boats (if possible) or if opportunity be that they lay them on board, seize and destroy them, and to this purpose they are to keep to windward of the squadron in time of service; but if in case they cannot prevent the fire-ships from on board of us by clapping between us and them, which by all means possible they are to endeavour, that then in such cases they show themselves men in such an exigency and steer on board them and with their boats' grapnels and other means clear them from us and destroy them, which service if honourably done according to its merits shall be rewarded and the neglect thereof strictly and severely called to an account.

13. That the fire-ships in the several squadrons endeavour to keep the wind, and they with the small frigates to be as near the great ships as they can to attend the signal from the General or Commander-in-chief and to act accordingly. If the Admiral hoists up a white flag at the mizen-yard-arm or topmast-head, the small frigates of his squadron are to come under the stern for orders.

14. That if an engagement by day shall continue until night and the General please to anchor, that upon signal given they all anchor in as good order as may be, the signal being as in the instructions for sailing;¹ and if the General please to retreat without anchoring, then the sign to be the firing of two guns so near on the other as the report may be distinguished, and within three minutes after to do the like with two guns more. Given under our hand the 29th of March, 1653.

946. ^{March 29}_{April 8}, 1653. — *INSTRUCTIONS BY BLAKE, DEANE, AND MONCK FOR THE BETTER ORDERING OF THE FLEET IN SAILING*

[Duke of Portland's MSS.: Navy Papers, 1640–1696, fol. 178.²]

1. As soon as the General shall loose his foretopsail, and fire a gun, being at an anchor, every ship of the fleet is to make ready and weigh, and being come to sail, to follow the chief of his squadron, and when he comes to an anchor again to observe order by anchoring in their squadron. For the better knowing of his squadron, and keeping company in the night, notice is to be taken that the General hath three lights on the poop, and one upon the maintop, the Vice-Admiral, or he that commands in chief in the second place, two on the poop, and the Rear-Admiral, or he that commands in chief in the third place, one on the poop, and each of them one on the main-top. The Vice-Admiral, and when the

¹ *I.e.* No. 946.

² There is a copy of these Instructions among the Penn papers in the Sloane MSS. in the British Museum (3232, fol. 75), undated and differing in some particulars. A comparison shows that this is undoubtedly the original or at any rate nearer the original. These instructions should be compared with those issued by James, Duke of York, and printed by Granville Penn as an Appendix (*Memorials of Sir William Penn*, Vol. II. pp. 597–604). —S. R. G.

whole fleet carry their lights the Rear-Admirals, each to carry two lights, one right over the other on the ensign-staff, and in case of foul weather and a dark night, each ship is to carry a light.

2. If we weigh anchor in the night, we will fire one gun, and hang a light in the main-topmast shrouds, above the constant light in the main-top, which is to be answered by the chief of every squadron, and the respective ships of the fleet are to answer by a light in their mizen-top which they are to take in when we take in ours from the main-topmast shrouds and not before.

3. That no one presume to go to windward of the chief of his squadron in sailing at any time, unless in chase or fight, but give due respect to come and speak with him so often as conveniently he can, and if the chief of the squadron come by the lee and make a weft with his jack, that then every ship of his squadron bear under his stern and speak with him.

4. That in tacking or sailing at any time everyone keep good order, and not strive for the wind, or place, one of another, whereby prejudice or damage may come to any ship or ships of the fleet, but that every captain, lieutenant, master, master's mate, or pilot of a ship of less rank, give place to one of a greater, and if they be of one rank then the younger captain to give place to the elder, provided, that no captain, lieutenant, master, master's mate or pilot whatsoever strive or endeavour to take place of another ship, though she be of a lesser rank, so as damage may ensue to either ship, upon pain of cashiering and loss of pay, both in better ship and elder captain, as well as the lesser and younger ; but in case any commander either of a lesser ship or younger captain shall offer to go to windward of his senior captain or better ship, when it cometh to that

necessity that one must give way or place unto the other, that then the elder captain or commander of a better ship complaining, the captain, lieutenant, master, master's mate or pilot so offending, shall for every such first offence forfeit three months' wages to be paid unto the Judge Advocate of the fleet, to be disposed for the relief for the wounded, widows, and orphans of the slain, as the General or Council of War shall see cause, and for every such second offence shall forfeit four months' pay, and for every third offence to be cashiered, and lose his or their whole wages.

5. As soon as the General puts abroad a flag in the mizzen shrouds, and fires a gun, then all captains of the fleet are to repair on board the General, and if an ensign be put abroad in the same place, then all masters of ships are to repair on board as aforesaid; if the standard in the same place, then all the flag officers only are to repair on board the General; if a red flag, the captains of the Admiral's squadron; if a white flag, the Vice-Admiral's and all the captains of his squadron; if a blue flag, the Rear-Admiral and all the captains of his squadron; if a standard on the ensign staff, the Vice- and Rear-Admiral of the fleet only; if a white flag on the ensign staff, then all captains of frigates that carry 30 guns and upwards; if a blue flag on the ensign staff, then all captains of frigates both great and small; if the jack colours on the ensign staff, the captains of ships that are not frigates; and none ought to fail upon forfeiture of one day's pay presently to be paid. If they be not in a capacity to come, then to send their lieutenant or next officer to give an account thereof.

6. If it should chance to blow that you are separated from the fleet . . .¹

¹ This article appears unfinished in Penn's copy as well.

7. That upon firing a gun, and lowering the main-topsail of the General, or chief of the squadron, every ship in chase give over his chase, and when the General doth it the chief of the squadron that is next to him ought to do the like, whereby the sign may be more apparently made known.

8. If any one chance to see a ship or ships in the day time, more than our fleet, you are to put abroad your ensign, and there keep it till ours is out and then to strike it as many times as you see ships, and stand with them, that we may know which way they are and how many ; but in case you be at such a distance that the ensign cannot be well discerned, then you are to lay your head toward the ships or fleet you shall descry, and brail up your low sails, and continue hoisting and lowering your topsails, and making a weft with your top-gallant sails (if you have any) until the General doth answer by lowering his topsails and making a weft with his top-gallant sail. If by night, the sign to be made by firing of guns, making many false fires, and you are to put out a light in the main-top, and three on the poop, steering after them and shooting guns, until you shall perceive that we keep out our lights, and steer away another course, and fire a gun, two or three, to call you off, in which case you are to leave the ships or fleet, and follow us.

9.5.¹ In case of springing a leak by day under sail, or any disaster whereby any ship is disabled of keeping company, then such ship as shall have such a disaster is to make a sign thereof by firing two guns distinctly one from another, and hauling up his low sails, and, if in the night, by hanging out

¹ As these double figures are also in Penn's copy, they cannot mark an intention to alter the lower ones. Probably the lower numbers indicate the number of the paragraphs in an earlier draft.

of two lights on the shrouds of equal height where they may be the best seen, and firing of guns.

10.6. If in sailing it overblow, that we shorten sail in the night, then we shall put out one light over the other on the poop, and you are desired each to answer it with another light besides that you formerly carried, it being understood that in foul weather and dark nights every ship is to carry light in the night.

11.8. If we shall alter our course in the night, we shall fire one gun, without alteration of lights, which is to be answered by the chief of every squadron.

12. If in the night we should not see the fleet, and would know where each ship is, we shall put out two lights of equal height besides what we had before, and each ship to answer with the like, and endeavour to get out as near as conveniently they can to the chief of the squadron's lights.

13. If we chance to tack in the night, we shall fire a piece of ordnance and put out two lights more than we had before of equal height one over the other on the poop, and each ship is to answer with one light more than they formerly had, which light she is to keep out till we have taken in our two.

14. If we chance to anchor in the night, we shall fire two pieces of ordnance a small distance of time one from another; our Vice-Admiral and Rear-Admiral, each to answer with one, then the Vice-Admiral of the fleet is to shoot off two; his Vice- and Rear-Admirals each to fire one, and then the Rear-Admiral of the fleet is to shoot two, and his Vice- and Rear-Admiral each one, each to answer each other, whereby the whole fleet may have orderly and timely notice the better to dispose of themselves near their respective flags, and the chief ships of every squadron may have time to berth themselves,

so as the whole fleet may receive no prejudice one of another, and each ship to answer with two lights.

15.10. If after separation we meet with one another in the night, that we may the better know one another, he that hails shall ask 'What ship is that?' he that is hailed shall answer 'Commonwealth,' and the ship that haileth shall reply 'Flourish.'

16.7. If it prove thick and foggy weather, and we have sea room enough, we shall haul in our sails and shoot every hour a piece of ordnance, which the flag officers of our own squadron are first to answer, secondly the Vice-Admiral with his flag officers, and thirdly the Rear-Admiral¹ with his flag officers and all the fleet are each to answer by firing off guns, beating of drums and the sounding of trumpets. If we chance to anchor in the night, or in a fog, we shall shoot off two pieces of ordnance, the Vice- and Rear-Admiral of our squadron are each to answer with one presently after, then the Vice-Admiral of the fleet two, his Vice-Admiral and Rear-Admiral each one, then the Rear-Admiral of the fleet two, his Vice- and Rear-Admiral each one, whereby the ships of each particular squadron may have timely notice, to the end they may anchor near their respective flags, under which they are. If we shall make sail in a fog, we shall shoot off three guns, one after another, and one every glass, which is to be answered by the chief of every squadron, the rest to beat drums and shoot muskets as before.

17. If any chance to lose company and should meet again, the smaller number shall brail up their main sails and the greater number shall answer by lying their foresail aback stays, and brailing up their mizen.

¹ Flag officer in MS. The correction is made from Penn's copy.

18. If by reason of foul weather it be thought meet to hand our sails and lie a try, then we shall show four lights of equal height, and the rest to answer with the like. If we shall think fit to lie short at any time or a hull, in regard of foul weather, then we shall show three lights one over the other on the poop, or where they may most conveniently be seen, and it is to be noted that if any one of the flags have occasion to try or hull when the rest of the fleet bears away, he is to shoot off a piece of ordnance, and show the same number of lights, after the manner here prescribed. When we shall see cause to make sail in the night, after blowing weather, we shall shoot off two pieces of ordnance which is to be answered by the Vice- and Rear-Admiral of our squadron (each one); the Vice- and Rear-Admiral of the fleet are each to shoot off two guns, their Vice- and Rear-Admirals each one, and we shall put out three lights one over the other, in the main shrouds, as was the sign when we shortened sail, which upon answering from every ship we shall take in.

19.13. If any see land in the night, he that first seeth it, or any danger, is to fire a piece of ordnance, and show as many lights as he can, and bear away or tack from it that all ships astern of their ship endeavour to make what sail they can, and come up by them, and if any shall take in any sail, and not do his utmost to come up with the chief of his squadron as aforesaid, he shall be questioned at a Council of War, as a neglecter of duty, and the flag officers of each squadron are to take notice of such neglect, and give account thereof at their next meeting, that every one endeavour to sail and anchor in his squadron, and if any shall fail herein he shall be

questioned at a Council of War upon the penalties aforesaid.

20. That the captains and all officers of the respective ships shall when they come into any port or harbour endeavour to supply themselves with water, ballast, and what else shall be necessary for sailing and fitting the ships, and enabling them for present service, also to use all means to wash and clean their ships as they find occasion.

21. 15. Whosoever hath a desire to speak with the General shall spread a flag, from the head of his topmast down his shrouds, lowering his topsail that it may the better be discovered, and fire a gun.

Given under our hands and seals, 29 March, 1653.

947. *March 29*
April 8, 1653.—INSTRUCTIONS TO
CAPTAIN PENN

[Duke of Portland's MSS. : Navy Papers, 1640-1696, fol. 184.]

Robert Blake, Richard Deane, and George Monck, Admirals and Generals appointed by Parliament to command the Fleet for this Expedition.

Instructions for Captain William Penn, Vice-Admiral of the Fleet.

You are forthwith to endeavour to get as many of the State's ships and merchantmen in the State's service, so soon as you can ready to sail, that are now in the road before Portsmouth, except those appointed for the Straits,¹ and to take into your charge all prizes there are without, as also all such merchantmen of war that are disabled for the service by want of victuals or otherwise, likewise

¹ *I.e.* the Mediterranean.

the men-of-war and vessels freighted with soldiers for Dunkirk, and with them to set sail eastward by the first opportunity of wind and weather, and to see the ships bound for Dunkirk in the best security you can, not prejudicing your sailing for the Swinn which you are with all diligence to endeavour, where you shall meet with Captain Lawson and other ships that are coming out of the river Thames, appointed to join with you, and where you may expect further orders upon notice given to the Council of State or ourselves of your arrival there. You are also to take care that the said prizes and merchant ships that are disabled be sent forthwith into the river of Thames.

You are also to take and surprise and in case of resistance to sink or otherwise destroy any ships or vessels, men-of-war, or others belonging or appertaining to the United Provinces of the Low Countries. And also all ships and vessels belonging to the French King or any of his subjects, or any other Prince or State or any of their subjects in hostility with this Commonwealth. As also all pirates or vessels of any other person or persons whatsoever, who shall any way disturb the safe and peaceable trading of the good people of this nation, or any under their obedience and protection. And what else you shall see may advance the service of this Commonwealth in pursuance of their orders. You are also to be very vigilant in keeping your scouts abroad by reason that we hear de With is come out and gone to the northward. And for all which this shall be your warrant. Given under our hands and seal at Portsmouth, the 29th. March, 1653.

RI. DEANE,

GEORGE MONCK.

As the merchant ships' victuals expend you are to send them in, leaving a competency to carry

them in, except you shall receive order to the contrary from the Council of State or Commissioners of the Admiralty and Navy.

RI. DEANE,
GEORGE MONCK.

948. *March 29,* 1653.—*ADDITIONAL INSTRUCTIONS TO*
April 8, *CAPTAIN PENN*

[Duke of Portland's MSS. : Navy Papers, 1640-1696, fol. 186.]

Robert Blake, Richard Deane, and George Monck, Admirals and Generals of the Fleet or Fleets appointed by authority of Parliament for this expedition.

Additional Instructions for Captain William Penn, Vice-Admiral of the Fleet.

Whereas you have already received order from us to put in execution the laws of war and ordinances of the sea established by Parliament the better to regulate and govern the fleet and ships of war that now are or hereafter shall be under your command, which said orders extended to the punishment of all faults, disorders and offences mentioned in the said articles of war, as also all faults, disorders and offences not mentioned therein according to the laws and customs of the sea and according to the general customs and laws of war, life, and limb only excepted. And forasmuch as upon further consideration we have thought fit to commit the full power of putting in execution the said laws of war and ordinances of the sea according to the tenor thereof, as well for life and limb as otherwise, in as full and ample manner as we ourselves might or ought to do if we were there personally present, and do

therefore hereby authorise and empower you (having respect to the present trust committed to you) from time to time as occasion shall require to call councils of war on board your ship as well for crimes and offences of life and death as otherwise, and in order thereunto we do hereby empower you to administer an oath to any person or persons for examination of witnesses for the better discovery of any such crimes and offences as aforesaid and to proceed to sentence and judgment accordingly against any person or persons whatsoever. And this shall be unto you sufficient warrant. Given under our hands and seal at Portsmouth, the 29th March, 1653.

RI. DEANE,
GEORGE MONCK.

949. *March 29*
April 8, 1653.—*INSTRUCTIONS TO CAPTAIN*
JORDAN

[B.M. Sloane MSS. 3232, fol. 74.]

Robert Blake, Richard Deane, and George Monck, Admirals and Generals appointed by Parliament to command the Fleet for this Expedition.

Instructions to be put in execution by the respective captains of, and belonging to the ships and frigates of the Commonwealth of England.

1. You are in the first place upon all occasions, as you shall be able, to maintain the Commonwealth's interest and sovereignty in these seas against all that shall oppose it.

2. You are to seize and take, and in case of resistance to sink, and otherwise destroy, all ships

and vessels belonging or appertaining to the United Provinces of the Low Countries, and also all ships and vessels belonging to the French king or any of his subjects.

3. You are to protect all ships and vessels trading and passing under the Parliament's obedience, in a way of merchandising or carrying provisions to any of the ports belonging to the Commonwealth of England, Scotland, or Ireland, being in amity with this nation, and fairly and respectively to treat all ships and vessels passing these seas which belong to other princes or states in friendship or not in enmity with this Commonwealth.

4. You are (when apart from us) to advertise the Commissioners of the Admiralty and ourselves of your proceedings and present employment, that we and you may be the better enabled to improve the knowledge thereof to the public service.

5. You are to have special care that all the officers and private seamen under your command do behave themselves justly and orderly, and in case of miscarriage in any of them, you are to see them severely punished according to the laws martial.

6. You are to cause the late articles of war that passed in Parliament¹ to be set in some public place in the ship, and your command, whereby the officers and common seamen, belonging to the said ship, may have free access unto them, to the end they may not have just cause of pleading ignorance in case of offending against any of them.

7. You are also from time to time to publish and proclaim, or cause to be published and proclaimed, all orders and commands that shall be sent on board by us, or our order, and to see the same put in

¹ Cf. Vol. III. No. 665.

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execution accordingly, as also what orders shall be fixed up at the Admiral's main-mast.

Given under our hands and seal the 29th of March.

RICHARD DEANE,
GEORGE MONCK.

To Captain Joseph Jordan, Commander of the Vanguard.

950. *March 30*, 1653.—*LISTS OF SHIPS* *April 9*

[Duke of Portland's MSS. : Navy Papers, 1640-1696, fol. 188.]

Portsmouth : A list of the Ships ¹ that sailed out of the Road under the command of Vice-Admiral Penn the 30th March, 1653.

	Men allowed	Guns	
James . . .	360	66	Vice-Admiral Penn
Vanguard . . .	300	38	Capt. Joseph Jordan
Andrew . . .	350	56	Capt. Wm. Graves
Lion . . .	220	50	Capt. Jno. Lambert
Entrance . . .	200	44	Capt. Rich. Newbery
Laurel . . .	200	48	Capt. Samll. Howeth
Centurion . . .	200	42	Capt. Waltr. Wood
Diamond . . .	180	42	Capt. Will. Hill
Portsmouth . . .	170	38	Capt. Robt. Durnford
Adventure . . .	170	42	Capt. Robt. Nickson
Expedition . . .	140	32	Capt. Vallis
Providence . . .	140	32	Capt. John Pierce
Middleborough . . .	120	32	Capt. Tho. Witheridge
Paul . . .	120	29	Capt. Anth. Spatchurst
Mary Prize . . .	120	37	Capt. Maddison
Duchess . . .	90	24	Capt. Rich. Suffeild
Success . . .	160	38	Capt. Wm. Kendall
Convert . . .	120	32	Capt. Richd. Gethinge
Dolphin . . .	120	30	—
Mermaid . . .	100	26	Capt. King

¹ Cf. pp. 20-22 : the figures do not in all cases correspond.

	Men allowed	Guns	
Pelican . . .	180	40	Capt. John Stokes
Raven . . .	140	40	Capt. Robt. Taylor
Guinea . . .	150	36	—
Sapphire . . .	140	38	Capt. Rich. Heathen
Convertine . . .	220	44	Capt. Antho. Joyne
Assurance frigate . . .	160	36	Capt. Philip Holland
Nonsuch . . .	170	40	Capt. Tho. Penrose
Amity . . .	150	36	Capt. Francis Peck
Crow . . .	140	—	—
Welcome . . .	200	40	Capt. Tho. Herman
Nicodemus ¹ . . .	105	6	Capt. Will. Ledgant
Merlin . . .	90	12	—
Lixbone ² . . .	160	40	Capt. Symon Bailly
Brazil . . .	120	30	Capt. Tho. Heath
Chase ³ . . .	—	—	Capt. Ben. Gunston

A list of the State's ships ordered for the Straits⁴ and now in Portsmouth Harbour.

	Men allowed	Guns	
Speaker . . .	300	56	Capt. Martin
Great President . . .	180	40	Capt. Pack
Tiger . . .	170	40	Gapt. Gabriell Saunders
Hound . . .	120	32	Capt. Jonath. Hide
Water Hound . . .	120	30	Capt. Giles Shelley
Arms of Holland . . .	120	34	Capt. Harditch
Princess Mary . . .	170	38	Capt. Holley
Oak . . .	120	32	Capt. Edwin

¹ Cf. p. 22.

² *I.e.* Lisbon Merchant.

³ This was the only vessel in this list not present in the action of June 2.

⁴ These vessels did not proceed to the Mediterranean, but all took part in the action of June 2.

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A List of the Merchant Ships appointed for the Straits,¹ being part in the Harbour and part in the Road.

	Men allowed	Guns	
Fleece . . .	180	44	Capt. Thos. Hill
Richd. & Martha .	170	44	Capt. Eustace Smith
Malaga . . .	140	36	Capt. Henry Collins
Anne Peirce . .	120	32	Capt. Thos. Hare
Thomas & Lucy .	125	34	Capt. And. Rand
Crescent . . .	115	30	Capt. Thos. Thorow- good
Reformation . .	160	40	Capt. Anth. Earning
Loyalty . . .	140	34	Capt. John Limbey
Jonathan . . .	110	32	Capt. Robt. Graves
Tho. & Willm. .	140	36	Capt. John Jefferson
Society . . .	140	44	Capt. Nich. Lucas
Hannibal . . .	180	44	Capt. Wm. Haddock

Ships ordered to convey shot from Rye to London.

	Men allowed	Guns	
Old Warwick . .	100	26	Capt. Wm. Godfrey
Gift ²	130	34	Capt. Tho. Salmon
Exchange ² . .	100	30	Capt. Henry Tiddiman

Ships to convey the soldiers from Ireland to go for Dunkirk.³

	Men allowed	Guns	
Hector	—	—	—
Sun	—	—	—

¹ All present at the action of June 2.

² Present in action of June 2.

³ Cf. No. 952.

951. ^{March 29}_{April 8}, 1653.—*W. C. DE WITH TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords.

My Lords,—My last dispatch to your Noble and Powerful Lordships was dated on ^{March 26}_{April 5}. I respectfully beg further to inform your Lordships that I am in the greatest distress to find that the equipment of the new fleet proceeds so slowly, and that I receive no more ships here, although wind and weather have been favourable enough, if only they were ready. I enclose herein the list of ships now lying here, in which the completeness and incompleteness of their equipment may be seen, and as I greatly deplore this delay in fitting out, I purpose to put to sea with such ships as are ready to-morrow, or as soon as wind and weather serve, and shall proceed according to my instructions, and make the rendezvous before the Wielings by the earliest opportunity. For my part, I had expected to find forty to fifty ships, and this is now reduced to fourteen (which may God amend!), and I make bold to say there is not one first-rater among them. I thought I should have found a first-rater here for myself, but this is now prevented by the disobedience and mutiny of Captain de Wilde's crew, and I must therefore make do with a smaller ship than I have latterly commanded; and it wounds me to the quick to have to put to sea without the proper arms to assail my foe, which has never before happened to me in the course of my service. I have further to inform your Noble and Powerful Lordships that Captain de Wilde's disobedient crew were yesterday shipped on board two fishing boats, to be taken in confinement to Amsterdam. I think that if it is decided to make an example the

ringleaders may be easily found. As there are divers ships lying here still incomplete, and as the number of these will probably increase every day, I shall give orders that as soon as four or five ships are ready, they shall repair to Schoonevelt off Walcheren; and if they fall in with a force of the enemy there, shall sail into the shallows, and I hope to pick up these ships there, when time and opportunity permit. If your Noble and Powerful Lordships should be pleased to order any alterations to be made herein, I beg that the same may be notified to Commissary Helmont, who will then be able to give further instructions to the captains sailing after me &c., &c.,

Your Noble and Powerful Lordships'
humble and faithful servant,

Done on board the ship Leopard, lying in the Texel, ^{March 29}/_{April}, 1653.

952. ^{March 30}/_{April 9}, 1653.—*LETTER FROM THE
GENERALS*

[B.M. Add. 22546, fol. 103.]

Gentlemen,—Yours of the 25th present we received and perceive you are taking care to provide us powder and other things necessary for the service of this fleet which if they come in time we shall be glad of. As for the powder at Dover we had ordered Vice-Admiral Penn, with all the ships we could possibly get ready here, to convoy the prizes and put the lame men-of-war into the river,¹ and then to have taken in that powder and joined with such men-of-war and ships with provisions that should come from London and Chatham, and to return hither, leaving behind him a squadron

¹ *I.e.* the Thames.

of frigates to gain intelligence and keep open the trade between Flanders and England, until the coming out of the Dutch fleet, and then to have retreated unto the body in the Channel, giving us notice thereof, but since having received positive order from the Council of State to send him with all ships that are now ready into the Swinn, which we have accordingly done. A copy of his instructions we send you herewith, and he is now under sail though but little wind. We cannot at present give you an account of the number of ships going along with him, by reason there are divers ships of the squadrons we had formerly ordered to sea not yet come in, though we have sent out after them to come and join with him, but by the next you may have a more particular account. We desire you will give order that a ketch or two with twenty pilots may be ready by their arrival at the North Foreland to carry them into the Swinn. Here are several vessels come from Ireland, having a 1000 men in them (under the convoy of two of our men-of-war), being those that Commissary Reynolds gave commission to at Einsbuffin,¹ whom we have likewise ordered to go along with this convoy for Dunkirk. We were forced to victual them, or else they must starve, the State being obliged by capitulation so to do.

It will be necessary that care be taken that victuals and other provisions be ready to meet the fleet against they come into the Swinn, many of them having but little on board for that they had no time to take in any here. We hope you have it in your consideration what we shall do now those ships are gone, and not so disperse our strength to make it inconsiderable.

¹ *I.e.* Innisboffin, which surrendered February 24, 1653, *cf.* No. 885 and 944.

Men we want much, and a 1000 barrels of powder for those ships here, without which you can expect but little from them.

Captain Jordan came down hither yesterday in the afternoon, and we have sent him on board the Vanguard, but he brought no clothes down with him, by reason you did not acquaint him he was to go in any ship here, yet he is gone away with the rest.

We are forced to remove many men out of the ships here behind, to man the Andrew and divers other ships now with Vice-Admiral Penn, and those which were turned over before to man the Triumph and other great ships at Chatham are continually about our doors complaining so that we cannot quietly walk the streets for them, continually crying to us to have their tickets paid, many of them having lost their clothes, and here is no money, and they tell us a little bit of paper is soon lost. We could wish that money might be had to pay them; and if possible, turning over from one ship to another might be avoided for the future, at least as much as may be, for we see it breedeth trouble and discontent. We pray you therefore to hasten us down seamen. We remain

Your very affectionate

friends and servants

RI. DEANE,

GEORGE MONCK.

Portsmouth, 30 March, 1653.

We have ordered the Old Warwick and Exchange, Captain Tiddiman and another small ship¹ to go to Rye for the vessels laden with shot, and to convey them to London according to the officers of the ordnance desire; they sailed hence three days since.

¹ The Gift, *cf.* No. 950.

953. *March 30*
April 9, 1653.—COMMISSION FROM S.G. TO
DE RUIJTER

[Archives of the Hague. Translated.]

The States General of the United Netherlands to all such as shall hear or see these presents, Greeting.

Know that we, as we consider it highly necessary for the security of the seas and the better conservation of the foreign trade and commerce of these provinces to cause yet another fleet of ships of war to be equipped and assembled, and to send the same to the rendezvous off or about the Wielings, and as, for this purpose, it is necessary that a suitable and experienced person should be appointed Vice-Commander of this said fleet; therefore, relying upon the character of our earnest, manly, pious, dear and faithful Captain Michiel de Ruijter, and upon the proofs he has heretofore given of loyalty, courage, prudence and experience in the matter of naval warfare, we have appointed and commissioned, and by these presents do appoint and commission him, to be Vice-Commander of the aforesaid fleet; giving him full power, authority and special injunctions to command the said fleet in the said capacity, according to such instructions therein as he shall receive from us from time to time, as has been customary from of old; charging and ordering the captains, officers, soldiers and sailors serving thereon not only to acknowledge and respect the said Michiel de Ruijter as their Vice-Commander, but also to carry out and obey all such orders and instructions as he shall give, on pain of being called to account and punished as the nature of their offence may demand; because we consider this to be necessary for the service of the country

and for the promotion of good discipline in the said fleet.

Given at the Hague under our signet and sign-manual, with the signature of our Registrar, this July $\frac{1}{2}$ ⁹, 1652.

(Signed) JOHAN VAN REEDE.

By order of their said H.M. the States-General.

(Signed) N. RUIJSCH.

Submitted to the Treasury Board of Zeeland, and entered in their register, in the third white volume, lettered F. folio 222 et verso.

Done at the aforesaid board, at Middleburg, ^{March 30}_{April 9}, 1653.

(Signed) STEVEN BECKER.

954. ^{March 30}_{April 9}, 1653.—*N.C. (PORTSMOUTH) TO A.C.*

[S.P. Dom. Commonwealth, xxxiv. 114.]

Right Honourable, — Since ours of the 25th instant we have not received any but one of the same date which intimates your pleasure touching the not signing any tickets in this place, which as we shall readily observe to the utmost of our power so we hope nothing has been done hitherto that has been destructive to the service, for that few have been signed but what have appeared of absolute necessity, and we received good assurance from the several captains who have brought the tickets (and into whose hands they have been returned again) that the men will not desert the service, their clothes having been on board. However, for the future we hope we have given such a stop to the issuing out any more tickets by any of the captains, having

advised with the Generals who have promised to have your Honours' and their former orders more effectually taken care of, that no more tickets shall be made out without their special command, that so no seeming mischief shall accrue to the service for the future in things of that nature.

We have now contracted (with the Generals' advice) for the twelve merchant ships appointed for the southward. It was yesterday before we could make a full dispatch for that many of them refused to agree till they had heard from their owners. We have sent your Honours here enclosed a list¹ both of the ships and commanders. They will be ready to take in victuals very suddenly. They much importune that their several imprests may be paid here, without which they say it is impossible for them to answer expectation in being ready forthwith for sea, and we humbly conceive a compliance with them in this particular will be a very great furtherance to this service. They desire also we would mediate with your Honours for part of the rest of the monies due to them in arrears for which they have had bills long since past.

We were going on with the victualling of the whole fleet and have according to your Honours' order caused them to take in as much victuals as they were capable to receive. But truly there was so much beer staved in the last engagement in divers ships (which the several captains pretend there was an absolute necessity of for want of room in hold for stopping leaks and making conveniences to dress their wounded men), that we humbly desire your Honours to consider whether it were not better to put more into the victualling ships and somewhat less into these rather than to have it staved as soon as they come abroad, which will

¹ These are those given on p. 280.

certainly be done if they should meet suddenly with the enemy.

We find that the victuallers cannot possibly arrive at a proportion of victuals for this whole fleet in this place, and we are glad to hear that your Honours have appointed some of them to be dispatched nearer London which will enable us the better to furnish those that are yet behind together with the summer fleet of merchantmen.

The Resolution has been ready for sailing ever since last week but wants powder and men. By our next we shall give your Honours an account how many pressed men have appeared.

We have taken the boldness, having been much importuned, in giving an allowance (with the advice of Dr. Whistler) to divers chirurgeons that were employed for curing wounded men, some of them belonging to the fleet and others to the country. Those that were sent from London we forbear to give any allowance to.

The Triumph's masts will be dispatched this week, the Rainbow about Tuesday; both of them we hope shall be ready to take in victuals eight days hence.

We desire to know from your Honours whether any course be yet settled to give an allowance to dismembered and wounded men, and if not, whether we shall order them anything as formerly out of the chest,¹ for that we have been much importuned thereto by divers of them of late. We rest,

Your Honours' most humble servants,

THO. SMITH,
PETER PETT,
F. WILLOUGHBY.

Portsmouth, March 30, 1653.

¹ *I.e.* the Chatham Chest.

955. *March 31*
April 10, 1653.—*CAREW AND THOMPSON TO*
COMMISSIONERS OF NAVY

[S.P. Dom. Commonwealth, xxxiv. 123.]

Gentlemen,—Upon our arrival at Whitehall we found letters from Portsmouth signifying to us that Vice-Admiral Penn, in pursuance of the Council's orders, is sailing from Portsmouth into the Swinn, and that therefore it will be necessary that care be taken that victuals and other provisions be ready to meet the fleet against they come into the Swinn, many of them having but little on board, for that they had not time to take in any there, and they also desire that we will give order that a ketch or two with twenty pilots may be ready by their arrival at the North Foreland to carry them into the Swinn. In both these particulars we desire you forthwith to take order and send us speedy with the victuallers herein this night or before you come out to-morrow morning, and in case you judge it fit that the victualing ships intended to be convoyed by the Briar to Portsmouth should be made use of for this service, we desire you to send present orders to stop them till further order. We have dispatched this to you as soon as we received it that you may lose no time in giving orders herein and in taking care for the speedy and effectual execution of the things desired.

We are,

Your very loving friends,

GEORGE THOMPSON,
J. CAREW.

Whitehall, 31 March, 1653.

956. *March 31*
April 10, 1653.—*JER. TOLHURST TO N.C.*

[S.P. Dom. Commonwealth, xxxiv. 134.]

Right Honourable,—I have shipped aboard the ship *Magdalen*, of which Captain John Hosier is commander, 250 barrels of powder, and this enclosed paper is a bill of the charges of bringing it from Carlisle and shipping it, which money I humbly entreat may be paid unto Mr. Robert Bowes, who will wait on your Honours with the copy of the bill. Here is now in this river about 400 sail of ships great and small and about sixty sail at Sunderland, in which are about 5000 seamen, but I much fear these five or six ships of war that are here are too weak a convoy to secure them, for it much concerns the enemy to aim at them.

Since my last I have considered of a more fit person to press men if you shall think of trying what number may be had here, which is one Mr. William Taylor, who is well acquainted with all the seamen in these parts and therefore I judge him able to do the work, and he is willing to undertake it. He informs me that he knows of several that are come out of the service without any discharge. If men be pressed here they may be sent away by sea in the men-of-war that come for convoy or in the coal ships. I am informed that when the coal fleet come to Harwich and into the Thames about Lee they send most of their men to Ipswich and other places in the country to secure them from pressing, and as they come northward again they take them in again. I conceive if there were some press-masters ordered to attend the coast of Essex it might be prevented. As these convoys came hither the *Weymouth Pink* took a small freebooter wherein

were about five guns and forty men, which men the captain brought to me to secure them, but because I had no means to allow them in prison, I have shipped them one in a ship in forty of the colliers who have engaged to deliver them when they come to London. I will per next post send a list of the names of the ship masters who have them on board. I presume to beg the favour that you would please to grant me a protection for to save from pressing fourteen men in the ship called the Ann of Newcastle, of which one Paul Carter is master. I hope I shall be able to do the State service in getting great numbers of men and I shall be humbly thankful if I may obtain this favour. I am

Your Honours' most affectionate

humble servant,

JER. TOLHURST.

Newcastle, 31 March, 1653.

An account of the charge of bringing 250 barrels of powder from Carlisle and shipping it in March 1653 :—

	£	s.	d.
Paid for carrying 250 barrels of powder upon horseback from Carlisle to Bladon, being about forty miles, at 3s. per barrel	37	10	0
Paid two keels or lighters for carrying the powder from Bladon to Newcastle, to each 12s.	01	04	0
Paid labourers for carrying it from the lighters into the stockhouse in Newcastle to secure it until the ship came	00	15	0
Carried forward	39	09	0
	U 2		

Brought forward.	39	09	0
Paid for wherry hire to carry the soldiers that guarded the powder to New- castle	00	03	6
Paid labourers to carry the powder out of the stockhouse at Newcastle to the waterside	00	17	0
Paid twelve wherries to carry it aboard the ship without Tynemouth bar, to each 4s.	02	08	0
Paid for thirty deal boards to make a bulkhead in Captain Hosier's ship to secure the powder	01	07	6
Paid for six buntings for that use	00	10	0
Paid for nails for it	00	02	6
Paid wherry hire to carry the deals and buntings aboard the ship.	00	03	6
Paid post wages for the officers I sent post from Carlisle to Newcastle to get ready the lighters against the powder came	00	18	6
Paid wherry hire to carry me twice without Tynemouth bar to the ships	00	06	0
	<hr/>		
	46	05	6

JER. TOLHURST.

P.S.—Since my writing this I hear there are more convoys come which will make those that were here thirteen ships of war. I wish it be sufficient.

957.¹ A LIST OF SHIPS

[Portland MSS.: Navy Papers, 1640-1696, fol. 188.]

Ships to attend the Generals, now in Portsmouth Road.

—	Men allowed	Guns	—
Resolution . . .	550	88	The Genlls.
Triumph . . .	350	62	Capt. James Peacock
Rainbow . . .	300	54	Capt. Wm. Goodson
Victory . . .	300	60	Capt. Lionel Lane
Kentish . . .	180	46	Capt. Jacob Reynolds
Sussex . . .	180	46	Capt. Roger Cuttance
Ruby . . .	180	42	Capt. Robt. Saunders
Worcester . . .	220	50	Capt. Geo. Dakins ²
Advice . . .	180	42	Capt. Day
Assistance . . .	180	40	Capt. Wm. Crispin
Foresight . . .	180	42	Capt. Rich. Stayner
Dragon . . .	160	36	Capt. John Seaman
Anne & Joyce . .	120	34	Capt. Tom. Pyle
Martin . . .	90	14	Capt. John Vessey
Falmouth . . .	100	26	Capt. Jo. Jeffryes
Marmaduke . . .	—	44	Capt. Blagg
Sampson ³ . . .	—	36	Capt. Robt. Plumbes ⁴

Ships gone for the Downs to strengthen the convoy with the Briar and Pearl.

—	Men allowed	Guns	—
Briar . . .	88	22	Capt. Samson
Gilliflower ⁵ . . .	120	32	Capt. Hayward
Plover . . .	100	26	Capt. Robinson
Peter ⁵ . . .	130	32	Capt. Peirepoint
Giles . . .	100	30	Capt. Hen. Toop
William & John ⁵ .	120	36	Capt. Nath. Jesson
Nonsuch Ketch	35	8	Capt. Oddy

¹ Undated, but evidently belongs to the beginning of April.

² MS. 'Docking.' Cf. p. 20, note 7.

³ The only vessel in this list not present on June 2.

⁴ Or Plumleigh. Cf. No. 820.

⁵ Present in the action of June 2.

Merchant ships ordered for London, and that sailed with Vice-Admiral Penn 30th March, 1653, being disabled for want of victuals.

—	Men allowed	Guns	Captains
Cullen . . .	139	26	Tho. Gilbert
John . . .	—	—	—
Charles . . .	110	33	Robt. Knox
Elizab. & Anne . .	120	30	Rich. Langford
Little Katherine . .	75	24	Wm. Redjack
Providence . . .	84	24	Geo. Swanle[y]
Prosperous . . .	170	42	—
Maidenhead . . .	100	36	John Daniells
Lily . . .	50	10	Isaias Blowfield

958. *April 1st, 1653.—ORDERS OF A.C.*

[S.P. Dom. Commonwealth, xxxv. 10, 11.]

April 1, 1653.

By the Commissioners for the Admiralty and Navy.

Understanding that a great part of the fleet under the command of Vice-Admiral Penn will be suddenly in the Swinn, it is ordered that so soon as the Commissioners of the Navy shall have notice of his arrival there that Major Bourne be dispatched away thither with one of the Victuallers of the Navy, who are to inform themselves of the true state and condition of the said fleet and to supply them with all necessary provision of victuals and other stores as there shall be occasion. And that the merchant ships now taken up be timely supplied with all necessaries and hastened down to the Swinn as fast as they can be got ready, whereof the Commissioners of the Navy are to take especial care and to give directions therein accordingly.

Ordered—

That it be referred to the Commissioners for the Navy to supply the merchant ships now taken up in the service with all officers needful for the speedy fitting the said ships to sea (except lieutenants), having respect therein to the qualifications formerly sent them concerning officers to be employed in the Service and to present the names of them unto us with the first opportunity.

H. VANE,
GEORGE THOMPSON,
R. SALWEY.

1 April, 1653.

959. *April 11, 1653.—DEANE AND MONCK TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 12.]

Gentlemen,—In our last we gave you an account that we ordered Vice-Admiral Penn for the Swinn, according to the Council of State's Commands ; he was then under sail, but it proved then and since so little wind that he could not get out of the bay. This morning there is a fine breeze at north west ; he is making the best use of it to get to sea. You will herewith receive an account of the number of serviceable ships sailed with him as also their names, how manned and victualled, and how the rest that were here are disposed of, and how many remain ; you will likewise receive from the Commissioners of the Navy (as they inform us) in what posture affairs stand here in point of victuals and munition to fit out the remaining part that is now in this port, as also what men are wanting whereby timely provision may be made for supply of what is needful. We hope you are mindful of pilots to meet the fleet, as was desired in our last. And now you

will see how the fleet that goeth eastward is provided as to men and victuals ; we pray you take special care for their speedy supply on the Swinn. All diligence would be used to fit us for a conjunction as soon as may be, for this dividing, if it could be avoided, is not very desirous. You having the intelligence at the Council of State, we shall not take upon us to say much concerning it, especially considering what a fair warning you have had of late out of the Straits.

Captain John Bourne is now almost well and offereth to go to sea with us. But by reason the Swiftsure will not be ready this two months, we desire that he may have the Unicorn and Captain Strong may stay for the Swiftsure, for Bourne being desirous to go along with us, we are very willing to have him, having had good experience of his ability and courage. We are,

Your very affectionate

Friends and servants,

RI. DEANE,

GEORGE MONCK.

Portsmouth, April 1, 1653.

The sickness increaseth daily on ship and ashore so that Fareham and the places adjacent will not contain them. We could heartily wish you would think of some convenient place for them. Porchester hath been offered as a fit place, but no answer returned.

960. *April* $\frac{2}{12}$, 1653.—*AN ESTIMATE OF MONEYS*

[B.M. Add. MSS. 9300, fol. 264.]

An estimate of what moneys will be necessary to be provided from the 1st of April, 1653, to the last of June following for the service of the Navy, viz. :—

THE PAUSE IN OPERATIONS 297

	£	s.	d.
For wages to the several yards	15,000	0	0
Imprests to the victuallers	60,000	0	0
For wages of ships expected to come in within these three months	30,000	0	0
Petty warrants, victuals, and other disbursements relating to the Victualling Office	10,000	0	0
For assignments long since due	200,000	0	0
For freight, victuals, and wages of sundry merchant ships lately em- ployed in the State's service	50,000	0	0
For several merchant ships now taken up being yet unpaid their first payment	15,000	0	0
For cordage, tar, hemp, &c.	40,000	0	0
For anchors, bolts, nails, and all sorts of ironwork	10,000	0	0
For furnaces, coppers, and all sorts of brazier's work	5,000	0	0
For timber, masts, deals, boats, blocks and all wooden provisions	20,000	0	0
For sawing, joining, carving and painting	5,000	0	0
Imprest for the frigates 2nd and 3rd which are now building	30,000	0	0
For rewards, water carriage, travel- ling, and presting charges, and other disbursements	15,000	0	0
For sails, canvas, hamaccoes, cottons and kersies	20,000	0	0
For tallow, red leather, and all petty provisions	10,000	0	0
Imprests and bills of exchange	30,000	0	0
For the Office of the Ordnance	40,000	0	0
Total	605,000	0	0

RI. HUTCHINSON, ROB. THOMSON, N. BOURNE,
ED. HOPKINS.

961. *April* $\frac{3}{13}$, 1653.—[*PENN*] *TO A.C.*

[*S.P. Dom. Commonwealth, xxxv. 17.*]

[My Lord Right Honourable]—The first instant I set sail from Portsmouth with about forty State's and merchantmen of war (besides ketches and small vessels that attend the fleet) and ten of those prizes taken in the last engagement with the Hollanders, which, with seven or eight of the forty being merchantmen and their contracts near expired, are coming over the flats into the river; myself with the remainder, which will be about thirty-one or thirty-two sail, am coming (according to my orders received from the Generals of the fleet) about the Long Sands Head into the Swinn, from whence, if the Lord please, I shall present your Honours with a more perfect account than here I am able, it blowing hard northerly and we are somewhat dispersed, which occasioned our anchoring here about midnight last. Here are some merchantmen with us besides those going over the flats, whose contracts are also near expended. A great part of the fleet is but a short time victualled, several have foul bottoms and other defects which will call for sudden repair; our want of men is much and universal, especially in the bigger ships, who in time of service will most require them. Of all which I presume your Honours have already received more particular information from the Generals of the fleet whilst now we could not get ashore this imperfect account, which I hope your Honours will be pleased to pardon in,

My Lord,—

From on board the *James* in Dover roads the
3rd April, 1653.

I make bold humbly to offer that the *Unicorn*, &c., may be manned out of the merchantmen now coming up with the prizes.

¹ This letter is unsigned, but it is obviously from Penn.

962. *April* $\frac{3}{13}$, 1653.—*PENN TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 17.]

Right Honourable,—This being a copy of mine to the Council I humbly add that I have ordered 209 barrels of powder which this day came from Dover to Captain Hayward in the Gilliflower, under whose conduct now in the Downs are eight or ten sail attending for an opportunity to convoy what is intended for the supply of the fleet at Portsmouth. I avoid particulars for that I know the General hath already given it to your Honours. When the Lord shall be pleased to bring us to the Swinn I humbly offer that Major Bourne or who else your Honours shall deem meet may be sent down to receive from us and return to your Honours an account of our present condition ; which, blessed be God, is not so bad, but that in a very short time we may be fitted for the sea. Our need of men is very great, for besides our shortness to fill up the number allowed to be borne upon the ships, many of those we have were never at sea, moreover we have many sick in the fleet and more daily falling down, of which I humbly conceive it my duty to inform your Honours, whom I hope will be pleased to pardon this plainness in

Right Honourable,

Your very humble and obedient servant,

WM. PENN.

From on board the James in
Dover roads, April 3.

963. *April* $\frac{4}{14}$.—*DEANE AND MONCK TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 25.]

Gentlemen,—Yours of the first instant we have, whereby we perceive you are taking care for pilots

and ketches to meet Vice-Admiral Penn and have given directions to the Commissioners and Victuallers of the Navy to supply them with victuals and what else they want when they come into the Swinn, also that you are using all possible diligence for fitting forth the merchant ships in the river and that you hope twenty of them will be ready to join with Penn.

As for the twelve merchant ships taken up for the southward expedition which you desire all possible endeavour may be used to get them ready, we assure you there is nothing wanting on our parts thereunto as to them or any of the rest here ; but some of them we are glad to send out to sea, having none else at present to ply to and again in the Channel. For the soldiers you mention of Colonel Ingoldsby's regiment, when they are come and provided with all things necessary for the service intended we hope to be in a capacity to dispose of them, although it may (peradventure) be worth your most serious thoughts whether or no you will send a fleet to the Straits as the posture of affairs now are, for it is natural to suppose that Captain Badiley is coming home unless he receive orders to the contrary ; however, if he be not, it may be advisable whether it be not fit to call him home until more fit opportunity to manage the affair there be offered, and that the fleet appointed thither and five more might be sent forth as soon as conveniently you can to be thus disposed—ten at the mouth of the Channel, to ply between Scilly and Ushant, and fifteen to lie off the Blasques,¹ the Blackrock, the West and North-West of Ireland. By which means it is likely you may meet with the whole summer's trade of the Dutch, except they come home with a very strong convoy, and it is not improbable but that we may meet with their East

¹ Probably Great Blasket Island, at the mouth of Dingle Bay.

India fleet coming home (before the convoy from Holland meets with them), they making that land first. And if you are able to maintain another fleet to the northward it seems to us you may do them more harm so near home than by sending a fleet so far off and upon less hazard.

For what you desire concerning our opinion as to the officers' petition¹ we could heartily wish (if your more weighty affairs would permit) it were not procrastinated, but that you would bring it to some settlement it would be acceptable to all sorts of people employed in your service, which might be of more advantage than probably may at present be imagined.

We received the intelligence which you say came by order of the Council, and as to what therein relates to St. Martin's we long since gave them our thoughts, having conferred with the most [knowing]² men of those parts we had in the fleet, which are as well acquainted with that coast as he that gave this relation. And if the Council had pleased upon the whole to order any ship that way, we should willingly have sent them, but if they did not think fit we much less, for we know not what would have hindered de With to pass through the Channel at pleasure, and peradventure, if he should have met those ships, have ruined them too. And it is like a little time will make it appear that uniting your forces will be better than separating though upon never so plausible pretence to the contrary. Here is a very small appearance of men as yet notwithstanding all the care that has been taken. We have no return from you concerning Captain Bourne, whether he shall have the Unicorn or no; we desire your resolutions herein, because we are desirous to have him along

¹ No. 919.

² MS. 'koning.'

with us. Here inclosed we send you a list of the ships we ordered to ply to and again in the Channel for securing of trade. We are

Your very affectionate friends and servants,

RI. DEANE,

GEORGE MONCK.

Portsmouth, 4 April, 1653.

964. *April 4, 1653.—THO. KELSEY TO A.C.*

[B.M. Add. MS. 22546, fol. 105.]

Right Honourable,—This morning I saw several orders directed to Colonel Ingoldsby's regiment in order to sending men to sea, one order to march 270 men to Petersfield to receive further orders there from your Honours or the Generals at sea, but no mention whether they should march with arms or no, which is desired that your pleasure therein be known. I humbly offer to your Honours that I conceive if they be sent by land, they being new recruits, that many of them will run away, which if there were ordered some ship to take them in here, would be prevented. However the 270 men are preparing and fitting with all necessaries to march either by land or else to be shipped here, as shall seem meet unto you all, which I conceive will be ready by that time a return is made. Vice-Admiral Penn is come into this road with about sixty sail of ships; the wind being to the northward he cannot stir at present; he came hither upon Saturday night. I could wish, if my company being one of Colonel Ingoldsby's regiment be concerned in the recruits, that I had orders for it, particularly as in such cases I usually have, my company being fixed to this garrison, and in such a place as I cannot so well recruit as the regiment can, they lying scattered abroad. However, to the former party

of 270 men I cannot do anything, because they are appointed to go so suddenly, and our number being so few as it were necessary to keep guards here, I have no more, but rest,

Your most humble servant,

THO. KELSEY.

Dover Castle, 4 April, 1653.

965. *April 1⁵, 1653.—C.O.S. TO PENN*

[S.P. Dom. Commonwealth, xxxv. 30.]

Sir,—The Council having received letters of the 31st March from the captain of the convoy at Newcastle, that he intended to take the first opportunity of wind to come away with the colliers' fleet consisting of about 300 sail, and considering how much the Commonwealth is concerned in the safety of that fleet, we have thought it necessary to signify unto you as we do hereby, that immediately upon the receipt hereof you sail with your fleet into some place between Harwich and Yarmouth most convenient for the fleet to lie in in order to a conjunction with the Rear-Admiral Lawson and such other ships as shall be sent out of the river, and so as upon such intelligence which you shall receive from hence or can gain yourself (for which purpose you are to keep scouts constantly out) concerning the motion of the enemy, you may be in a readiness to move for the security of the colliers' fleet and attending the motion of the enemy as you being upon the place shall find the resource of the Commonwealth require. For such merchant ships as are with you which you conceive useless and unserviceable you have hereby liberty to send them into the river with the prize ships. And for supplying you with men, there are at Dover 270

land soldiers of Colonel Ingoldsby's regiment ready to come on board which you may, in case it be no hindrance or retardment to you, take in, and to that end direction is sent to Lieut.-Colonel Mill at Dover to send the said 270 men on board if you shall desire it.

The enclosed is a copy of the instruction given to the Rear-Admiral for his joining with you.

Whitehall, 5th April, 1653: to Vice-Admiral Penn.

966. *April* ⁵/₁₅, 1653.—*PENN TO SIR H. VANE*

[S.P. Dom. Commonwealth, xxxv. 33.]

Right Honourable,—In order to our speediest and safest repair into the Swinn, it was concluded by the pilot and others of judgment in these affairs we should come through the Downs, where we arrived yesterday about five after noon, until a little before which time, since my last, the wind hath blown so hard between the N. and N.E. that it would not have been rational to have gone without the Goodwin Sand. Yesterday I called the commanders together and desired them to prepare an account of their several defects against it should please God to bring us into the Swinn, not thinking we should be detained here all this day through want of wind. I shall the first opportunity call for and return those accounts to your Honours and shall endeavour what in me lies to get and keep this part of the fleet in a posture for service, but it is not a small number of men all present will render it so, and I am sure the invention of man cannot [stop]¹ their decreasing so long as we remain here, so that to answer every end I humbly conceive

¹ ? 'stop.' A word seems to have been omitted here.

(according to all I yet know) there is no place equal to the Swinn. When Major Bourne and Captain Wildey shall come to us we shall confer about the needful. In the mean¹ I take leave to be,

Right Honourable,
Your very humble servant,
WILLIAM PENN.

From aboard the James in the
Downs, 5th April, 1653.

I humbly offer whether it be thought safe for Captain Hayward in the Gilliflower and those with him to remain in the Downs after our departure; if not, that he may speedily receive orders where to repair.

967. *April* ⁵₁₅, 1653.—*DEANE AND MONCK TO A.C.*
[S.P. Dom. Commonwealth, xxxv. 34.]

Gentlemen,—We have yours of the 2nd instant, and do herewith send some commissions according to your desire and shall send you more so soon as they are ready. We are sorry to hear that mariners come in so slow with you and do find the like effects here, although the Commissioners of the Navy inform us they have done their utmost. It is somewhat strange to us, when the service is at such a pinch, there cannot be such employed as may find out seamen, when we are credibly informed by some ships come from the west that there are about 1000 seamen gone to Newfoundland out of Dartmouth.² If men come not we know not how to get out the fleet. We are continually troubled (as we formerly wrote unto you) with the seamen about our doors for paying the tickets of such as were turned over

¹ *I.e.* meantime.

² *Cf.* No. 894.

from one ship to another at *Quinborow*,¹ pretending they have lost their clothes in the last fight, which indeed many of them have; others shot and torn and having run in debt for washing their linen and other necessities which if not paid and supplied they are not in a capacity to go to sea, and we profess the equity of their desires is such that we know not what to answer them, having given order to the respective captains to take their tickets and carry them to the Commissioners to get them signed, which they do and deliver none but such as they are assured will not go away, and receive the money of others, themselves allowing them some to buy necessities and keep the rest so long till they are engaged to the service.

But notwithstanding our care you have renewed your commands to the Commissioners here to pay no money but to sick and wounded men, which seemeth to us a ready way for the losing of men and hindering the present manning of the fleet, as could be imagined, for if those which are sick (being many) shall be looked after at the State's charge and have their tickets paid it is likely but few of them will return, and if you discharge them when you set them ashore you may be confident you shall see them no more, and many will be sick to gain that opportunity.

We saw a letter from the Treasurer of the Navy to the Commissioners here who writes he had given order to his deputy not to pay any tickets, whereby nothing is left to the discretion of the Commissioners upon the place, so that when we recommend things of that nature to ^{the} ^{their} consideration which seem to be advantageous to the service and in some cases of absolute necessity for support of those that shall be employed they answer us they have no power,

¹ *Queenborough*.

we think it is neither reason nor conscience to compel men to go who must perish for want of clothes, having formerly lost them in the service, nor yet when their families are ready to starve, as they tell us, and have money due from the State and their tickets signed and their captains satisfied they will not run away, all which is likely very much to prejudice the present carrying on of affairs here, and therefore have thought it needful to offer it to your consideration and do desire your speedy answer to the Commissioners of the Navy concerning it.

For arms for the soldiers you know the proportion designed for every ship, and so can best judge whether it be fit they should leave them behind, though it is probable some might be spared yet not the whole.

Yesternight came in the Sampson and the Marmaduke into this road with a hundred barrels of powder from Pendennis, as likewise the ships from the eastward bound with corn for Ireland, but those who were appointed for their convoy are gone to Rye for the shot and therefore could wish you would hasten a ship or two hither to that purpose, we having none here except we should send the Marmaduke and Sampson, which we are unwilling to do. We are,

Your very affectionate friends and servants,

RI. DEANE,
GEORGE MONCK.

Portsmouth, the 5th April, 1653.

968. [Undated.]-A LIST OF SHIPS

[Archives of the Hague. Translated.]

List of the ships under the control of the Admiralty Board of Amsterdam.

Captains	Ships	Guns	Crew exclusive of Musketters
<i>Ships in the Mediterranean.</i>			
Johan van Galen .	Vereeniche provintien . .	40	140
Anthonis van Salinge .	de Son . . .	40	140
David Janss: Bont .	de Maen . . .	40	140
Dirck Quirijnen Verveen	Haerlem . . .	40	140
Jan Wyttenhout .	Zutphen . . .	36	130
Cornelis Tromp .	de Maecht van Enckhuijsen .	34	110
Willem van Niehoff .	den Aertsengel Michiel . .	40	150
Jan Koeteringh .	Uijtrecht . . .	32	110
Jan Richwijn .	der Goes . . .	40	130
<i>Eleven hired ships.</i>			
Jacob Schellinger .	Venetia . . .	28	100
Jacob Janss: Roocher .	Venetia . . .	—	100
Cornelis Janss: .	Jupitar . . .	28	100
Hendrich Govertss:	de Star . . .	28	100
Pieter Tueniss: Bonteboer . . .	den Swarten Arent	28	100
Pieter van Breen .	Ste. Pieter . . .	—	100
Sijbrant Janss: Mol .	den Witten Oliphant	—	100
Meijndert Theuniss:			
Oosterwout .	Salomons Oordeel .	—	100
Adriaen Rodenhaes .	de Rodenhaes .	—	100
Pieter Janss. de Vries .	de Susanna . .	—	100
Harman Sonne .	Madona dela Vique	—	100

¹ The notes on this list and Nos. 970, 971, and 972 which are in inverted commas are notes from the MS.

Captains	Ships	Guns	Crew exclusive of Muske- teers
<i>Ships lying off the Island of St. Martin.</i>			
Evert Anthoniss: . . .	Hollandia . . .	32	120
Abraham van der Huist	Groeningen . . .	40	140
Jacob Pauluss: Cort . .	de Star . . .	30	100
Albert Graeff . . .	Hollandia . . .	32	110
Lucas Albertss: . . .	de drie Coningen .	36	130
<i>At Havre de Grâce.</i>			
Dirck Sehey . . .	den Achillis . . .	28	100
<i>In the Sound.</i>			
Barent Cramer . . .	Edan . . .	28	100
<i>Ships lying ready in Texel.</i>			
Gidion de Wilde ¹ . . .	de Vrede . . .	44	150
Govert Reael ^{2 8} . . .	Leeuwaarden . . .	34	120
Jan Boermans ² . . .	Prins Willem . . .	28	100
Cornelis Holla ² . . .	Leijden . . .	28	100
Jan Gidionss: Verburgh ²	Graeff Willem . . .	40	140
Jan Janss: Lapper ² . .	de Phesant . . .	32	120
Ewout Jeroenss: ³ . . .	Zutphen . . .	28	100
Pieter van Braeckel ³ .	Bommel . . .	30	100
Jacob Troucquois alias Schaeff ² . . .	Omlandia . . .	30	100
Gerbrant Schatter ^{2 8} .	den Dolphijn . . .	32	100
Pieter van Salingen ⁴ .	de Brach . . .	18	70
Hillebrant Jeroenss: ⁵	de Hollantsche Tuijn	24	80
Hendrick Huyskens ⁶ .	Westvrieslandt . .	28	100
Willem van der Saen, now Jan ter Stegen ⁶	Æmilia . . .	28	100
Dirck Pieterss: Heertieus ⁷ . . .	de Winthont . . .	18	70

¹ 'Lying in Texel with only a few of her crew, the rest taken prisoners.'

² 'Out at sea.'

³ 'Out at sea towards the Ems, but recalled in order to sail out with the flag.'

⁴ 'Out at sea off the Ems, recalled, but afterwards ordered to sail back there again.'

⁵ 'Is in Texel, her crew drawn off as recruits for other ships.'

⁶ 'Out at sea off the Ems, but recalled.'

⁷ 'Has come from the Ems into the Vlie, with an English ship, and is returning again.'

⁸ These ships were with de With on April 7, *cf.* No. 988.

Captains	Ships	Guns	Crew exclusive of Muske- teers
<i>Ships lying off this town.</i>			
Cornelis van Velsen ¹ .	Gelderlandt . .	28	100
Jan van Campen ¹ .	Overijssel . .	28	100
Augustijn Balck ¹ .	de Vrijheijt . .	46	150
Joris van der Taen ¹ .	Campen . .	40	140
Jacob Huijrluijt ¹ .	Zeelandia . .	34	120
Sijmon van der Aeck ² .	Amsterdam . .	30	100
Jan Egbartss: Ooms ¹ .	Gouda . .	28	100
Hendrich Adriaenss: ³ .	Sampson . .	26	90
<i>Ships missing.</i>			
Johan van Galen, alias Cats (wrecked in the Straits)	Jaersvelt . .	44	150
Barent Dovrevelt (wrecked off the Shet- lands)	Amsterdam . .	30	100
Isaak Sweers (sank from damages re- ceived from the enemy's guns) . .	Engel Gabriel . .	36	130
<i>Taken by the English.</i>			
Jeroen Adelaer . .	Middelburgh . .	30	100
Hendrick Croeger . .	Marcus Curtius . .	24	80
Dirck Bogaert . .	de Catharina . .	24	80
Claes Sael	de Maria . .	30	100
<i>Paid off.</i>			
Marten Schaeff . .	den Engel . .	28	100
Joris der Taullerye . .	de Hoop . .	28	100
Gillis Thijss: Campen . .	de Goude Leeuw . .	24	80
Adriaen van Loenen . .	de Patientia . .	24	80
Jan ter Stegen ⁴ . .	de Keyser . .	24	80
Wolphert van Brederode	de Hoop . .	24	80

¹ 'Has sailed for Texel.'² 'Is still lying off the town, undergoing repairs.'³ 'Is lying in the Vlie, to prevent the Baltic and Greenland traders from sailing out; will afterwards act as convoy.'⁴ 'Gone temporarily on board the frigate Amelia, mentioned above.'

Note.—These ships have been left out of the service until now, forasmuch as there has been no Baltic traffic ; but will be replaced by the hiring of other vessels according as supplies and means to be received will allow ; and to this end, four ships have already been hired and are being fitted up ; every effort is being made in what remains to be done.

It must be borne in mind that always, during the winter season, twelve or fourteen of the ships belonging to the Board here are paid off, on account of the suspension of the Baltic and Norway trade ; and this year this has not been done, which enables us to supply the deficiencies pointed out above, and to retain in the service, in place of these extraordinary ships, an equal number of ordinary ships, which are both more powerful and more suitable, and by this means the extraordinary number is maintained complete, there having been fifty ships engaged on active service at sea, thirty-three of which may be considered extraordinary and seventeen ordinary ; these latter, by hiring the thirteen still wanting, will be completed to thirty, and this will make sixty-three, the total number the Board is required to furnish.

969. *April 1⁶ and 1⁷, 1653.—EXTRACT FROM THE REGISTER OF THE LORDS OF THE COMMITTEE OF COUNCIL FOR ADMIRALTY AT ENCHUIJSEN*

[Archives of the Hague. Translated.]

Appeared before the Board, Messrs. Arent Schoock and Alewijn van Halewijn, delegates from their H.M. the States General, who (after delivering in their credentials, dated the ^{30th March}/_{9th April}), recommended that the warships under the control of this Board should be got out to sea without

delay, and further asked for a list of the said ships both ordinary and extraordinary, and a statement of the men and guns carried by each ; they also requested that the Council would send their delegates next Monday to the Hague, there to render an account of the extraordinary subsidies had and received by this Council, and to declare whether any of the said funds had not been diverted for the payment of the old debts. And after deliberation had thereupon, the Lords of the Council exhibited to the said delegates three several lists of the warships equipped by this Board, viz. their contribution to the thirty-six ships, and to the 100 ships, and the convoy ships furnished in addition ; and the expenses shown on these several lists make it evident that the Board has done its full share in the provision of every class of vessel ; and although they are now short of six ships of war, either lost at sea or captured by the English, they are ready [to make]¹ fresh [exertions],¹ not only in getting out to sea without loss of time the eleven warships they have left (not reckoning the five in the Mediterranean), but also in hiring three more ships, one of which, in accordance with the grave dispatch of their H.M., supported by the verbal representations of their said delegates, is to be employed in assisting to reinstate affairs in Brazil ; and the Council has already appointed their agents in the several towns for the purpose of hiring these ships ; and they are also ready to render an account, through their delegates on the appointed day, of the extraordinary subsidies received by them ; and if it should have chanced, under extreme necessity, that any of the said funds were diverted, it was hoped, nevertheless, to replace them at an early opportunity, as was

¹ Word omitted.

urgently represented not long since to the lords of the Committee of the States in these quarters, by special delegates from this Council, sent in this behalf, and also with regard to the furnishing of additional funds so that several ships that were to act as convoyers might be got out to sea. And the above-mentioned delegates were requested to place the whole favourably before their said H.M.

(Signed) P. H. v. HARDENBROUCK.

Compared, &c.

970. [Undated.]—*MEMORANDUM AND LIST OF THE HUNDRED SHIPS*¹

[Archives of the Hague. Translated.]

The hired ship *de Rode leeu*,² commanded by Captain Rens Sevenhuyser.

Captain Gerrit Nobel, commanding the national ship *de Burgh van Alckmaer*.³

Captain Gerrit Munth, commanding the hired ship *t'Huijs van Nassau*.

Captain Jan Heck, commanding the hired ship *den Eenhoorn*: much damaged under fire in the last engagement; and is now ready again to be brought to ———, ⁴ carrying 28 guns and ninety men. Has always been in Lieutenant-Admiral Tromp's squadron.

Captain Allert Tamess:, commanding the ship *'t Wapen van Hoorn*, carrying 30 guns and 115 men; at present in the roads off Hoorn.

Captain Ham, commanding the hired ship called the *Tobyas*, having received the same in

¹ This refers to the 100 extra ships which the five Boards of Admiralty were required to fit out in 1652 [*cf. N.R.S. XIII. p. 57.*]

² 'Paid off.'

³ 'Sunk by damage received under fire in Vice-Admiral de With's squadron.' This must have been off the Kentish Knock.

⁴ Blank in MS.

place of his abandoned ship,¹ carrying 26 guns and ninety men.

Captain Cornelis Taenman, commanding the ship *Prins Maurits*, carrying 32 guns and 110 men; at present in Vice-Admiral de With's squadron.

Captain Claes Allertss., commanding the ship *Nieucasteel*, a hired ship.²

Captain Arent Dircks., commanding the ship *de Monnich*, carrying 24 guns and 109 men; a national ship; is lying at present in the *Enckhuijsen Roads*.

Captain Gabriel Theuniss., now *Adriaen Hout-tuijn*, commanding the national ship 't *Casteel van Medemblick*, carrying 30 guns and 110 men; now ready to be inspected.

Captain Noblet, commanding the hired ship 't *Landt van beloften*.³

Captain Munnekes, commanding the hired ship 't *Wapen van Hollandt*.⁴

Captain Jan Heck, commanding the hired ship *Adam en Eva*.⁵

971. [Undated.] — *MEMORANDUM AND LIST OF THE WARSHIPS WHICH ARE RECKONED AMONG THE SAID THIRTY-SIX*⁶ *SHIPS*

[Archives of the Hague. Translated.]

1. The ship *de Princesse Royale*, Captain Albert Corneliss: t' *Hoen*, carrying 140 men and 34 guns, is a national ship.⁷

¹ Cf. No. 972. ² 'Paid off.' ³ 'Taken.' ⁴ In 1652.

⁵ 'Taken in the disaster in July, 1652,⁸ and the Captain afterwards appointed to command the ship *Eenhorn*.'

⁶ The Board of Admiralty had been required to provide an additional 36 ships in 1651, cf. *N.R.S. XIII.* p. 57.

⁷ 'Is at present in the Mediterranean.'

⁸ The only disaster in July 1652 was the storm which dispersed Tromp's fleet on July 26 in the North Sea.

2. The ship *de Jonge Prins*, Captain Cornelis Barentss: Slordt, carrying 115 men and 28 guns, is a national ship.¹

3. The ship *den Eendracht*, Captain Jacob de Boer, carrying 140 men and 40 guns, is a national ship.¹

4. The ship *Alckmaer*, Captain Jan Warnaertsen Capelman, carrying 95 men and 28 guns, is a national ship.²

5. The ship *Monnikendam*, Captain Pieter Florissen, carrying 138 men and 36 guns, is a national ship.³

6. The ship *'t Wapen van Enchuijsen*, Captain Gerrit Semssen, carrying 110 men and 34 guns, is a national ship.⁴

7. The ship *de Stadt van Medemblick*, Captain Pieter Schellinger, carrying 110 men and 30 guns, is a national ship.⁵

The above seven ships have been equipped out of the 200,000(o) gulden, raised by order of their

¹ 'Is at present in the Mediterranean.'

² 'Was cruising in the Bay, and afterwards joined Lieutenant-Admiral Tromp's squadron; the Lieutenant-Admiral dispatched him to carry some letters to Vice-Admiral Jan Evertsz: when he allowed himself to be taken by the English.'

³ 'Was cruising in the Bay, and afterwards served as Rear-Admiral in Lieutenant-Admiral Tromp's squadron, and in this service was so severely damaged in the last encounter that the Council [of War] was obliged to allow him to come to Hoorn to be repaired; is now lying ready to be brought into the Roads.'

⁴ 'Was cruising between Texel and Ushant, and afterwards served under Lieutenant-Admiral Tromp's flag, and being engaged in the last action with the English, came in damaged to Enchuijsen; is now lying ready to return to Texel.'

⁵ 'Was cruising in the North Sea; and then, after serving some time in Lieutenant-Admiral Tromp's squadron, and becoming much shattered, it was decided she should act as convoy to Norway and the Baltic, and should also be repaired and newtimbered. Is now lying in Texel ready to make sail, or has already put to sea.'

H.M. against a levy of one-third on the convoys, and also by the levy itself. The funds so raised are now exhausted, whilst the revenue derived from the said levy does not much exceed the interest due on the above said 2,000,000 gulden. From this time forward, therefore, expenses cannot be defrayed out of this fund, but must be met out of the Hundred Ships' Fund.

972. [Undated.]—*MEMORANDUM AND LIST OF THE CONVOY-SHIPS*

[Archives of the Hague. Translated.]

Captain Pereboom, commanding the hired ship de Pereboom, carrying 24 guns and seventy men.¹

Captain Teunis Vechterssen op Scheletje, commanding a hired ship, carrying—² guns and seventy men; is now lying in France by order.

Captain Ham, commanding the national ship de Sampson, taken.

973. *April 17, 1653.*—*NEWS FROM HOLLAND*

[Clar. MS. 45, fol. 263.]

Vice-Admiral de With upon the 10th hereof set out from the Texel with twenty men-of-war towards the rendezvous at Wieling, having met with some mutiny amongst the sailors, which was suppressed and the heads taken and brought to Amsterdam there to receive exemplary punishment.

Upon a remonstrance of the Courts of Admiralty touching the backwardness of the sailors to serve in this active war for the usual wages that they were wont to have formerly upon ordinary convoys where they were in no such danger of their lives as now

¹ 'Ready at Hoorn.'

² Blank in MS.

they are, a toleration is to be given that the wages may be somewhat increased.

Hague, April $\overline{17}$, 1653.

974. *April $\overline{17}$, 1653.—C.O.S. TO GENERALS*

[S.P. Dom. Commonwealth, xxxv. 50.]

Gentlemen,—This day about four or five o'clock we received the enclosed letter¹ from Scarborough, upon receipt whereof and of some letters from the Low Countries which agree that de With is at sea, we have sent two of our members to the Commissioners of the Admiralty, who are gone to hasten out the ships with instructions to give such orders to the Vice-Admiral and the other ships in reference to the service as they shall think fit; this and the condition of our other affairs do require that all possible haste be made in putting the fleet now at Portsmouth to sea.

Signed in the name and by order of the Council of State appointed by authority of Parliament.

DENIS BOND, President.

Whitehall, 7th April, 1653.

975.—*April $\overline{16}$, 1653.—P. MOTHAM TO C.O.S.*

[S.P. Dom. Commonwealth, xxxv. 50, 1.]

Right Honourable,—According to my last having used all endeavours for the discovery of de With's fleet and learning no intelligence, the fleet of colliers being ready and wind and weather presenting, on the 4th instant we set sail from Tynemouth Bar with near 500 sail: 5th instant, being between Robin Hood's Bay and Scarborough about three in the

¹ No. 975.

afternoon, I had intelligence sent off from Scarborough by a coble¹ that they had discovered a fleet coming in with Flamborough Head out of the sea, being about nineteen or twenty sail of force as is conceived, between 30 and 40 guns apiece and made by the parties, Mr. Bonner and Mr. Rickby, to be all Flemish vessels, upon which intelligence I commanded all the colliers in for Scarborough, the small into the pier and the others as near as they could under the command of the Castle, and myself and the rest of the men-of-war on the off gage. About six of the clock the Deputy-Governor of the Castle and some officers of the town came on board to advise with us for the best securing of the fleet, in order to which we sent out three cobsles and one man-of-war to keep out all night, to give us timely notice. This morning one brings intelligence that he saw yesterday in the afternoon twenty-five sail besides the said nineteen to seaboard of them. I shall desire that your Honours would be pleased to take our conditions into consideration, our fleet being numerous and the place very dangerous if bad weather present. The 250 barrels of powder which Captain Hosier received in at Newcastle we have thought good to secure it ashore. This is all I shall trouble your Honours with at present; take leave and rest

Your Honours' humble servant,

PETER MOTHAM.

From aboard the Bear in Scarborough Wicke
this 6th April, 1653.

The fleet is numerous and the masters' spirits very refractory. We use all endeavour to secure them, but they will not keep in safety and are stealing from us in the night.

¹ MS. 'cobell.'

976. *April 17.*—*DEANE AND MONCK TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 52.]

Gentlemen,—Your last we received with an account of the Council commanding Vice-Admiral Penn to sail to some convenient place between Harwich and Yarmouth for security of the colliers' fleet, if there shall be occasion, and that you are able to strengthen him with no more than the Hearts-ease and the George, which indeed is but a small addition, whereby we perceive it is far more difficult to get ships ready to sail than design and that there may be a great failing of time, though all diligence be used for their despatch, for that many contingencies fall in, in the management thereof.

For the ships intended for the southern expedition you say the Council have resolved to assume the debate thereof on Friday next, but we desire you to take notice that though we offered to lie upon the Irish coast, yet we never intended it till there were a conjunction of all or the greatest part of those with Penn and these here. You likewise hint that you have considered of our desires touching Bourne's commanding the Unicorn, and that you are willing to consent thereunto provided Captain Strong may be appointed for the Lion, which we understand not, there being one in her already, and if the Lion or such another ship here were vacant for Captain Bourne we should not have been so troublesome in that particular.

We have acquainted the Commissioners of the Navy here with what you write concerning their return who said they had received your orders to that purpose already, and will endeavour to haste towards you accordingly, but before they return do expect an answer to their last letter concerning

tickets, &c., which if not complied with the service in all likelihood will very much suffer.

We are troubled here about the victuallers' business concerning money for shortness of fish, which will (with what we offered before about tickets) help to augment discontent among the seamen in the fleet. Therefore we desire the victuallers may be spoken with and that money may be put into the stewards' hands, to make up what they want in fish according to their promise. We offer it unto your consideration whether it be not a thing very necessary that there be two chests fitted and provided, the one with medicaments for physic, the other with unguents and plaisters and such like necessities for chirurgery, to lie as a magazine on board the Admiral to be disposed of for supplies as there shall be occasion, and that there be some very able man who is well experienced in physic and chirurgery to take the care of them and go along with us as having more immediate dependance upon and respect to our own persons as also to supervise the whole, especially if the fleet should go Northward, and from the coast where accommodation cannot be had as here.

We have sent the Sampson as a convoy for the corn ships for Ireland, who intend to set sail this day, we having no other ships here, a copy of whose instructions we send you here enclosed. We are,

Your very affectionate friends and servants,

RI. DEANE,
GEORGE MONCK.

Portsmouth, 7 April, 1653.

977. *April 17, 1653.—BOURNE TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 54.]

Right Honourable,—I am just now come ashore at this place with Captain Limbrey, having been this day aboard with the Vice-Admiral¹ and taken an account of the condition of the squadron at present under his command both as to victuals, men, &c., as also how long the ships have been off the ground; and several demands of stores are given in which I shall communicate to the Commissioners of the Navy to the end a reasonable supply may be made and sent down unto them. I shall only give your Honours this brief account. Upon inquiry I find a want of men about 700 in number to complete this squadron, but generally the commanders complain that many of those they have are unserviceable and in some ships there are sick. As to victuals I cannot give you so particular an account as you will soon receive, but by an estimate it is supposed there is about ten weeks complete one with the other. About seven of the clock this evening I left the fleet at anchor off the North Foreland, where they stopped by reason of a calm, but before I came away the wind veered about southerly. What pilots could be procured they have aboard, and upon debate this day with the commanders of the ships and the pilots it was concluded by all that Solebay² is the most advantageous place as to all ends to answer the commands of the Council. The Vice-Admiral desires a supply of white and blue colours to be sent for his and the Rear-Admiral's³ squadron, which your Honours may please to order a supply of. The list of the ships I have

¹ *I.e.* Penn.

IV.

² MS. 'Sould Bay.'

³ *I.e.* Lawson.

V

sent here enclosed and shall not give your Honours any further trouble at present, but crave favour to be esteemed

Right Honourable, your very humble
and faithful servant,
N. BOURNE.

Margate, April 7, 1653, 11 at night.

978. *April 17, 1653.—BOURNE TO N.C.*

[S.P. Dom. Commonwealth, xxxv. 55.]

Gentlemen,—I have just now come ashore to this place and left the Vice-Admiral and his squadron consisting of forty-one in number at anchor off the North Foreland, being bound to Solebay, where a conjunction will be made with the Rear-Admiral and those with him. I have this day inquired into the state of the fleet and find about 700 men wanting besides some sick and ashore. Some demands are made for several of which I have herewith inclosed and sent, and desire supply may be made reasonably, and in particular that which the Vice-Admiral has signed he desires may be sent by the first that comes down to him. By intelligence received by some scouts and examinations taken it is probably conceived that de With with above forty sail was seen about ten leagues W.N.W. of the Texel Friday last,¹ and they were flying to the northward. I shall not add further to your trouble but remain,

Your very affectionate friend,
N. BOURNE.

Margate, April 7, 1653, 11 at night.

White and blue colours are desired for the Vice- and Rear-Admiral squadrons.

¹ *I.e.* April 1,

979. LIST OF SHIPS¹

[Archives of the Hague. Translated.]

The following ships sailed for the rendezvous on April $\frac{7}{17}$, 1653, after Vice-Admiral de With had put to sea :—

The ship Bommel,² Commodore Braeckel.

The ship Zutphen,² Captain Hilbrandt Jercœns.

The ship West Vrieslandt,² Captain Huyskens.

The ship de Catrina,² Captain Jacob Janssen Coppe.

Captain Jan Adriaenss: van de Werff's ship.³

The ship Medemblick,⁴ Captain Schellinger.

The following put to sea on April $\frac{13}{23}$:—

The ship Postpaert,⁵ Captain Codde.

De Gerechtigheijt,⁶ Captain Evert Swart.

The ship de Marcuerjus,⁶ Captain Bitter.

The ship de Son,⁷ Captain Jacob Claess: Duijm.

Captain Kleyntien's ship.⁸

The following are still lying in the Texel Roads :—

The ship de Vrede,⁹ Commodore de Wilde.

The ship Overijssel,⁹ Captain Jan van Campen.

The ship Gouda,⁹ Captain Jan Egbarts: Ooms.

¹ This list has been accidentally misplaced, it should come between Nos. 994 and 995, as it is clearly later than April $\frac{13}{23}$, but the mistake was discovered too late to be altered.

² 'Under the Amsterdam Directors.'

³ 'Belonging to the East India Company at Rotterdam.'

⁴ 'Under the Board of the North Quarter.'

⁵ 'Under the Friesland Board.'

⁶ 'Under the East India Company.'

⁷ 'Under the Enkhuisen Directors.'

⁸ 'Under the Haarlingen Directors.'

⁹ 'These belong to the Amsterdam Board.'

- ✓ The ship Gelderlandt, . . .¹
- The ship Zeelandt,² Captain Jacob . . .
- The flute, den Hollantsche Thuijn²; Captain Joris Block.
- The ship de Swarte Bull,³ Captain Willem Folkerts.
- De Halve Maen, Edam Directors' ship.
- The ship St. Matheeuwes van Nauwoogh,⁴ Captain Claes.
- De Faem,⁴ Captain de Swart.

There have further come into the Texel :—

- The late Captain Balck's ship^{5 6} and Captain Willem van der Saen's ship.^{5 7}
- The ship called het Casteel van Medemblick.⁸

980. *April* ⁸/₁₈, 1653.—*NEWS FROM LONDON*

[Clar. MSS. 45, folio 269.]

London, April 8th 1653, st. vet.

There are about forty sail of our fleet come from Portsmouth into the Downs, where they are to continue till the shipping in this river joins them, which cannot be suddenly for want of men; we expect 500 from the Isle of Man, and 1500 from Guernsey and Jersey, besides those pressed in all corners of this nation, which with those we daily press here, we conclude will be men enough (such as they are) to man our eighty sail that are now most of them ready in this river.

¹ No. 968 gives Cornelis van Velsen as captain of this ship.

² 'These belong to the Amsterdam Board.'

³ 'Under the Zealand Chamber.'

⁴ 'Belonging to the Amsterdam Board: Directors' agents to report concerning them.'

⁵ 'Under the Amsterdam Directors.'

⁶ 'The Vrijheijt. Cf. No. 968. ⁷ The Æmilia. Cf. No. 968.

⁸ 'Under the Board of the North Quarter.'

Coals are at £5 a chaldron, and scarce any to be had for money ; several brewers have left off brewing for want of firing, and most of our cooks have not wherewith to dress their meat ; the cries of the poor are very lamentable for want of fuel. We have talked these three weeks of a fleet ready to come up, and of a convoy sent for them ; if so, it is rather to serve ourselves with the men than the people with coals, but though the wind has been fair we hear not of them, and the report is the Dutch have taken them.

We hear not what is become of Captain Badiley and the eight ships which were with him after the late fight, but conclude him lost, which much troubles us, especially the merchants, who break daily, and also many other tradesmen throughout the Kingdom.

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It is believed Blake will never be able to go to sea again ; for one of his hamstrings is broken, and he has a continual rheum that falls into his eyes, which almost blinds him.

We began yesterday to press some landsmen, but have not pressed any to-day ; but resolve the next week to have a great press through the city.

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981. *April* ⁸/₁₈, 1653.—*C.O.S.: DAYS PROCEEDINGS*

[*S.P. Dom. Commonwealth*, xxxv. 57, 58, 62.]

Friday, the 8th April 1653.

At the Council of State at Whitehall.

Ordered.

That the Lord-General be desired to give order for sending unto the ships in the river, whereof a list is sent unto his Lordship, 500 land soldiers. That is to say, 300 out of his own regiment and 200 out

of Colonel Barkstead's regiment, and also that his Lordship give order to his officers to confer with the Commissioners of the Navy concerning boats and other conveniences for carrying down the said soldiers, and that the officers that conduct them have a copy of the list for their direction as to the distribution of them into the several ships.

Whereas the ships mentioned in the list hereunto annexed¹ are with all speed to go forth to sea, the captains and commanders of the said several ships are hereby strictly enjoined and required with all speed to repair on board their several ships, and there give their constant attendance and keep their officers and men on board as also to use all diligence to get their ships ready to go to sea, and Mr. Coytmore is to take care that this order be put in effectual execution.

Ordered.

That it be recommended to the Commissioners of the Admiralty to remove from their respective commands such of the commanders of the ships mentioned in the list now read in the Council which they shall find negligent in their duty or otherwise unfit for their charge and to appoint others in their room.

Jo. THURLOE, Clerk of the Council.

982. *April* ⁸/₁₈, 1653.—*A LIST OF SHIPS*

[S.P. Dom. Commonwealth, xxxv. 60.]

A list of ships in the Hope with the number of men allowed on them, and of land soldiers to be received on board each ship respectively.²

¹ No. 982.

² All these vessels were present in the action of June 2, except those marked thus *.

—	Number of Men	Land Soldiers
London	180	40
Benjamin	120	25
Samaritan	120	25
Sarah	120	25
Exchange	120	25
Four Sisters	120	25
Globe	110	25
Blossom	110	20
Roebuck	100	20
Phoenix	120	25
Unity *	90	15

Ships between Woolwich and the Hope.

—	Number of Men	Land Soldiers
Adventure	160	30
Mayflower *	130	25
Industry	100	20
John & Katherine *	130	25
Hamburg Merchant	110	20
Defence *	150	30
Ferdinand	130	25
Merchant Adventure *	90	15
Prudent Mary	100	20
Dragoneer	110	20

These land soldiers are desired to be set on board the respective ships above mentioned as speedily as may be, and the eleven ships first to be provided being now ordered to sail to Lee Road.

983. *April* $\frac{8}{18}$, 1653.—*R. WOODWARD TO N.C.*

[*S.P. Dom. Commonwealth, xxxv. 66.*]

Worshipful Gentlemen,—According to your orders in my instructions I have thought it my duty to make you acquainted with our proceedings. Being the 5th instant between Robin Hood's Bay

and Scarborough, we had intelligence from a coble of the shore that there was a fleet of ships appeared off Flamborough Head supposed to be de With's fleet, being about twenty sail, which we also descried upon the topmast head of our ship, upon which intelligence our captain ordered the fleet of colliers to get under the command of Scarborough Castle, which they did, some in the pier, some without and the men-of-war on the off gage. There has been all endeavours used both by the captain and the Governor of the castle for securing the fleet, the Governor having planted some guns upon the pier-head, and about six to the southward. Yesterday in the morning, they being within sight, we discovered them to be eighteen ships and two galliots, all ships of very great force, five or six having two tiers of ordnance; they endeavoured to come up with us, but came not within shot, the wind being off shore. They anchored on our off gage. We perceiving their actions sent out cobles to discover, fearing their boats and fire-ships coming in among us. This morning about eight in the morning they weighed and stood in again with us. The Admiral at his weighing put out a blue ancient,¹ the next tack an orange, when he was within shot a red, and then fired his broadside, and the rest of the fleet. We continued firing for about two hours, then their Admiral fired a gun and put out a white ancient, and lay with his sails a back-stays, and so did the rest of the fleet, driving off to sea, and in the time of my² were almost hull-to. I believe we have received no loss being but just within shot, but I saw one or two of them on the careen. The Lord hath been pleased to deal very graciously with us and this whole fleet, for we ride here in a very dangerous and bad place. If the wind come out from the sea, which

¹ *I.e.* ensign.

² Something omitted from MS.

He is pleased to send off the shore, the enemy do still dog us and wait for our coming out or being put from our anchors, but [we] the commanders are resolved to trust God rather than an enemy and to wait till deliverance doth come. This is all at present, from

Your Worships' humble servant,

ROBT. WOODWARD.

From aboard the Bear in Scarborough Road,
this 8th April, 1653.

984. *April* $\frac{8}{18}$, 1653.—*MOTHAM AND SOUTHWOOD
TO R. BLACKBORNE*

[S.P. Dom. Commonwealth, xxxv. 67.]

Sir,—Having no intelligence of the Holland's fleet being on this coast (though we used all possible means for the gaining of it), the wind presenting fair and near 300 sail of colliers come out, we set sail from Tynemouth Bar the 4th instant about noon, but towards evening it proved calm and most part of that night. The fifth day in the afternoon, being off Scarborough, advice came to us from thence that a fleet of Hollanders of some nineteen or twenty sail were discovered off Flamborough Head that morning; and about an hour and a half after notice given us we discovered some fourteen or fifteen of them, so we bore in with our convoys for Scarborough and sent out scouts that night to give us timely notice if they should make towards us; the next day we saw them some three or four leagues to the southward of us and then intending towards us, but it proved very little wind and that at N.N.E.; the seventh day they appeared off Filey and came up towards and discovered how we lay and drove off, the wind being likely to come at north-east; but the wind coming presently off the shore

at south-west and blowing hard, they anchored all night some two or three miles from us. This day in the morning their Admiral put abroad his blue ensign and weighed with all his fleet, being eighteen ships (very considerable) and two galliots (hoys), then tacked and put abroad the orange ensign, and being within shot, spread his red ensign, and then several shot were fired from our ships, the Castle and other places where were guns planted on the shore (the Governor, Bailiff and others being very officious). The enemy fired several guns at us likewise, but somewhat at a distance. After some two hours their Admiral fired a gun and put abroad a white ensign to whom all the rest of his fleet repaired in their boats to consult, hauled up their sails and drove off to sea, and are at present some four leagues to the east-south-east of us going away to the south-east. We have and shall use all endeavours, God willing, for the securing of this great fleet, which is of so great concernment, and truly the goodness of God hath appeared very wonderfully in continuing us fair weather and the winds at present off shore, without which there would be very great hazard of (a great or) most part of this fleet.

Sir, our care hath been and is such since we came into this road that we have had no rest day nor night, nor so much time to write to you for hauling in and off the shore with our ships for the security of the colliers. We have not else at present but our humble service to the Right Honourable Commissioners and our kind respects to your self, take leave and rest,

Your very affectionate friends,

PETER MOTHAM,

HENRY SOUTHWOOD.

From on board the Violet in Scarborough Road this 8th day
of April (about of the clock afternoon), 1653.

985. *April* $\frac{8}{18}$, 1653.—*MOTHAM TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 68.]

Right Honourable,—In my last to the Right Honourable the Council of State I gave an account of the discovery of the Flemish fleet off Flam-borough Head and also of securing the fleet of colliers and ourselves under the protection of Scarborough Castle, in which we have used our utmost endeavours, the colliers being all as near the shore as they can lie and myself and the men of war on the off gage. The Governor of the Castle having planted some guns below upon the pier and about six more to the southward, yesterday morning the enemy, being about eighteen ships and two galliots, endeavoured to come up with us, but came not within shot. About night they stood something off, plying it to windward; the wind being off shore, they anchored on our off gage. Taking notice of their actions we sent off some cibles fearing their boats and fire-ships coming in amongst us; the next morning about eight of the clock they weighed and stood in again to us. The Admiral at his weighing put out a blue ancient, at the next tack an orange, when he came within shot a red, firing then his broadside and the rest of the fleet. We continued firing at one another about two hours and then their Admiral shot a gun, put out a white ancient laying his sails a backstays, and so did all the rest, driving off to sea, being at present about five miles distant. As for the twenty-five sail we mentioned in the former they have not been discovered since Providence hath pleased to favour us with the wind off shore, by which means we are yet, blessed by God, in security. The enemy are all considerable ships,

but as we have done so we shall still continue our endeavours for the security of the fleet. This is all [at] present. From

Your Honours' humble servant,
PETER MOTHAM.

From aboard the Bear in Scarborough Road, 8 April, 1653.

986. *April* ⁸/₁₈, 1653.—*N. BOURNE TO*
R. BLACKBORNE

[S.P. Dom. Commonwealth, xxxv. 69.]

Mr. Blackborne,—I am just now come hither from Margate, where I came ashore last night very late from the Vice-Admiral, whom I left at anchor off the North Foreland with his squadron. He set sail thence in the night intending for Solebay. I came this way this morning, being resolved for Dover to look after the business relating to the State, but meeting with these packets at my coming I altered my purpose and am resolved to hasten to Gravesend, but am so extremely ill in my head that I cannot be there according to my commands and desires. The packets directed to the Vice-Admiral I have sent because they will be there before I can come. Please to present my humble service to the Honourable Commissioners and acquaint them that last night at eleven o'clock I dispatched away an account to them of my proceedings and gave an estimate of the present condition of the squadron. This is all at present from, Sir,

Your very real and ready servant,
N. BOURNE.

Deal, the 8th April, 2 in the afternoon.

987. *April* ⁹₁₅, 1653.—*PENN TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 79.]

Right Honourable,—Your Honours' of yesterday's date came two hours since to my hands with the intelligence and presently after one of the same date from the Right Honourable the Council of State commanding me to hasten with this part of the fleet towards Scarborough Bay, for the securing of the fleet of colliers (now there) which (the Lord assisting) I shall observe with all diligence and care and endeavour to be safety for them, so near their respective ports, as shall most conduce to the Commonwealth service. We arrived here yesterday. The soldiers ordered from Dover¹ came to us this morning. Our scouts are not returned from sea, which (I presume) is occasioned by some chase. The Rear-Admiral is not as yet arrived, nor shall we lose time in staying for him. I shall make use of all opportunities to give your Honours an account of our proceedings, in which I hope the presence of the Almighty will accompany us for good; which is all I can (at present) say in answer to your Honours, humbly taking leave to be,

Right Honourable,
Your very faithful and humble servant,
WILLIAM PENN.

From aboard the *James* in Solebay,²
9th April ('53), about midnight.

¹ Cf. No. 965.

² MS. Soale Bay.

988. *April* $\frac{10}{20}$, 1653.—*W. C. DE WITH TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords.

My Lords,—I humbly beg to lay the following report of proceedings before your Noble and Powerful Lordships. After having written my last dispatch to your Lordships on $\frac{\text{March } 29}{\text{April } 8}$, I used all endeavours to put to sea on the following day, which we were prevented from doing by contrary winds. On $\frac{\text{March } 31}{\text{April } 10}$, we left the Shallows with eighteen ships and three galliots, as per inclosed list. Three of the East India Company's ships and twenty-three merchantmen were also coming out of the Shallows, and I thought it right to accompany them as far as off the Sands. On the $\frac{1^{\text{st}}}{11^{\text{th}}}$ I sent a galliot with a letter to Agent de Glarges, to get news of the enemy, who, we supposed, were awaiting our coming off the Wielings. On the $\frac{2^{\text{nd}}}{12^{\text{th}}}$ we parted company from the East Indiamen and merchant-ships off the Sands, and steered our course westward, towards the English coast, hoping to come upon some of the enemy there. Towards evening we fell in with a certain captain, Gerrit Fockes, of Lübeck, twenty days out from St. Ubes, bringing a cargo of salt ; eight days previously he had fallen in with Admiral Ayscue¹ with fifteen fine ships under the Start ; the Admiral's ship carried 54 guns and was full of men, and the others in proportion ; he had also heard that Admiral Blake was lying in Portsmouth with his squadron, nearly ready, and was intending to put to sea very

¹ This must be wrong ; Ayscue had resigned his command in September 1652, and was not employed again under the Protectorate.

shortly. On the $\frac{4}{14}$ th we were between Flamborough and Scarborough. On the $\frac{5}{15}$ th we were informed by one of our ships ahead, that they had seen a large fleet of ships coming from the N.N.W., that they had anchored on the flood with a soft breeze from the north, had got under sail again at the turn of the tide, and tacked to windward. In the evening we also sighted the said fleet, standing close in to the shore. On the $\frac{7}{17}$ th after doing all we could, by tacking to windward and wearing off, we came off Scarborough, and there we saw the said fleet lying close in shore under the castle. We made every endeavour to get at them. When we got off the mouth of the river, a calm came on. I summoned the captains on board, and took measures on the $\frac{7}{17}$ th and $\frac{8}{18}$ th instant, in accordance with the enclosed resolution,¹ from which it will be seen that we were prevented from our design (as God knows) by the rocks, the narrowness of the channels, the shoals and strong winds. Our next purpose, Noble and Powerful Lords, as soon as wind and weather shall serve, is to reconnoitre off the Thames and in the Downs, and then with favourable wind and weather to make our rendezvous off Schoonevelt, there, with your Noble Lordships' approbation, to meet the other ships that are ready, belonging to our squadron. I have further to request your H.M., most respectfully, that the ship of the late Captain Balck,² which was conditionally promised to me as my flag-ship, may join us as quickly as possible; and that the large ship recently built for the Genoese may be made ready for us as soon as may be, in order that we may therewith do acceptable service to your Noble and Powerful Lordships and to our country. I make bold, for my part, to say

¹ *Vide infra*, pp. 336–339. ² *I.e.* the *Vrijheijt*. Cf. No. 968.

that I have never before commanded such a small ship as I have at present ; the heaviest gun aboard shoots only six-pounds shot, and the ship is not powerful enough for a commanding officer whose duty and place it is to sustain the honour of the country. I venture further to write that there are not six ships in our squadron, which, when they have to hoist their topsails a fathom to the wind, can use their guns to leeward ; so I shall be in a sorry plight when we meet the enemy, but I shall not fail to persevere in my faithful service, &c. &c.

Your Lordships' humble and faithful servant,
(Signed) WITTE CORN: DE WITH.

Done on board the ship Leopard,
April $\frac{10}{20}$, 1653.

The wind westerly with rough weather.

Here follow the resolutions passed by the commanding officers and captains present with the squadron.

Whereas we, the undersigned commanding officers and captains of this fleet, having managed with great difficulty, by tacking and wearing off, to come to-day as far as Scarborough, having spent three days in these manœuvres ; and whereas we have seen the fleet that lately sailed from Newcastle lying in Scarborough, which fleet we saw the day before yesterday, comprising, as far as we could see, seven or eight convoy-ships, and at least sixty merchantmen as we should suppose, a large proportion of which are lying to-day in sight of us, close in shore, whilst the convoyers also are so near the shore that they are lying quite close to their fleet ; we had intended to attack the English there now, and with a view of proceeding with all due precaution we

have taken information from Cornelis de Groot, a captain in our squadron, who declares upon his honour as a man it is true he has been captain for the last eighteen months, and has made ample observations with regard to the situation of Scarborough, and says that it is not a place in which our fleet or a part thereof could get the better of the enemy's ships, with a South East, E.S.E., N.E. or even N.N.E. wind, first because the space is very narrow and there is little shelter, and secondly because the above-named winds make it an unsheltered lee-coast, and the sea rolls in there with the wind very violently, and the bottom is not firm to anchor on. The said Captain de Groot, Richard Joons, our coasting-pilot, and several other persons, who are acquainted with the said roads, say that the said English fleet lying here, both the ships that have fetched up in shore and those that are lying close to their fleet, cannot sail out if the S.E. wind we now have continues, but must be dashed to pieces there, because the sea rolls in so strongly, and not one of them can get away. They will be on a lee-shore even with the wind in the N.N.E. With regard to the strength of the place, a castle lies on the north cliff, mounting about forty guns, with which they can fire over the bay. On the south cliff there is a battery mounted, of about twenty guns, which we have seen fired to-day, and they also command the bay, so that if our ships put in they would be fairly in a trap. Having taken this into consideration, we have deemed it most advisable not to place the ships under our command in such danger; and if we took the other course, we could not answer for what might happen, and, according to the declarations of our informants, if this wind continues the greater part of the English fleet will be destroyed. Vice-Admiral Witte Corn:

de With to-day had read out to us his instructions of the $\frac{2^{\text{nd}}}{12^{\text{th}}}$ and $\frac{17^{\text{th}}}{27^{\text{th}}}$ of March, 1653.

Done on board the ship Leopard,
the $\frac{7}{17}$ th April, 1653.

(Signed) WITTE CORN: DE WITH.

This is the mark of + CAPTAIN LAPPER.

LEENDERT ARENSZ. HAEXWANT.

MARTEN SCHAEFF.

D. VIJCH.

VAN JAERSVELT.

J. J. VERMOES.

GERBRANT SCHATTER.

CORNELIS TAENMAN.

G. REAEL.

HENDRICK KRAUGER.

CORNELIS JACOBZ. BROUWER.

GERRIT SCHUIJT.

F. BOGART.

CORNELIS CORNELISZ. GROOT.

This is the mark of \triangle_+ CAPTAIN JAN PIETERSZ.

VAN STRIJP.

PIETER JACOBZ.

EGBERT JANSZ. SCHAEF.

HENDRICK HENDRICKSEN.

After having passed this resolution to-day, the $\frac{7}{17}$ th April, we got a riding-wind from the west, wherefore we, the undersigned commanding officers and captains of the fleet, decided to make an attempt on the morning of the $\frac{8}{18}$ th, if possible to attack and take the ships lying in Scarborough; we anchored off Scarborough in the evening. On the $\frac{8}{18}$ th, at six o'clock, we weighed anchor and did our best to get into Scarborough with a strong riding wind, alternately raining and blowing, and rough weather. When we got within a gun-shot of the enemy, we got boisterous winds, and found the bay so narrow that there was no opportunity for our ships to sail in and tack against the wind, so as to get alongside the enemy, for reasons as above, and in spite of all our efforts we could not

avoid jostling and injuring one another ; there were also divers sunken rocks to be avoided, according to the statement of our coasting-pilot, so that we were continually occupied in turning and twisting, and the wind blew a regular hurricane from the W.S.W. ; in addition to this, the further in the bay, the narrower and shallower it becomes ; the enemy by warping and other means had got as close in to the harbour as their draught would allow ; and moreover the enemy's convoyers, being at least eleven or twelve strong, were drawn up close to one another, and riding on their kedge-lines, so that each of them could bring her broadside to bear on us ; moreover the guns from the castle and the battery on the south cliff could have fired on us continually as we were tacking and approaching, as indeed they had already done, and we had not the smallest opportunity of getting alongside the enemy, and should only succeed in damaging each other and going aground, and we could not use the guns on the lee-sides of our ships ;—having duly deliberated upon all these weighty considerations, we have agreed and resolved that we cannot carry out our plan in this bay, being impeded by the above-stated difficulties ; and it is most probable that succours will very soon arrive for the enemy from the S.S.E., which the force under our command would be incapable of withstanding ; we have therefore decided to sail away with our squadron and to cruise about in accordance with their H.M.'s instructions, the more especially as by remaining here we shall only spend our time to no purpose.

Done on board the ship *Leopard*,
the 18th April, 1653.

[Signed as above.]

989. *April* $\frac{10}{20}$, 1653.—*PENN TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 80.]

Right Honourable, — In pursuance of your Honours' and the Council's orders last night received, we got under sail by break of day. Presently after we met with the Rear-Admiral with the Greyhound, three fire-ships, and two victuallers, all of them reaching us within two leagues the last night, though (it being hazy) we could not discover them. The Heartsease is not (as yet) arrived nor did the Rear-Admiral see her yesterday; I have even now written to the bailiff of Aldeburgh to give notice to her or any of our ships of our motion northwards, not having else (at present) save craving leave to be,

Right Honourable,
Your Honours' most humble servant,
WM. PENN.

From aboard the James, without Solebay,
10th April, 1653.

990. *April* $\frac{11}{21}$, 1653.—*PENN TO A.C.*

[B.M. Add. 18986, fol. 46.]

Right Honourable,—My last to your Honours' was of yesterday's date, wherein I gave your Honours' notice of our weighing then with the fleet in prosecution of your Honours' orders to sail northward, which course (upon our getting under sail) we steered expecting the pilots, which came not until about three in the afternoon, and had not then, had we not steered in towards Yarmouth (notwithstanding I did send and had vessels there to bring them before I received your Honours' orders),

whereupon the night drawing on, the wind being scant and the weather hazy, the pilots judged it best to anchor till the morning, for that we must have steered so far off the sands as we should have gained nothing by keeping under sail, besides running the danger of loose company, in regard to the thickness of the weather. About six in the evening, three of our scouts (who should have returned the day before) came to us, who in the morning before break of day fell in with eighteen sail of Hollands men-of-war S.E. twelve leagues off Soule,¹ the least whereof they deemed to have 30 guns, and two galliots with them, who were within shot of our frigates whom they pursued, but could not fetch them up. They steered to the westward both when our frigates first descried them, and after. This morning betimes we weighed, and shall (God willing) lose no time in putting your Honour's orders (in reference to our sailing northward) in execution, though at present the wind is bad, being at W.N.W. and bloweth hard. This comes by the Nicodemus into Yarmouth road, whom I send within all furnished with instructions for any of ours she shall meet with, as also to return us what intelligence she shall gain betwixt this and Dimlington² upon Holderness coast, which is the place of rendezvous, in case of separation by foul weather or otherwise. Of the Hollanders that gave chase to our scouts yesterday, I have informed the bailiffs of Yarmouth, to the end they may signify the same along the coast to such ships as shall pass through that road, and otherwise, as shall be thought convenient for the Commonwealth's service, and security of traders by sea in these parts. Here enclosed comes a copy

¹ *I.e.* Solebay.

² A little village on the coast, about 6 miles from Withernsea, between it and Spurn Head.

of theirs to me this morning. I shall not further trouble your Honours (at present) but beg favour to be,

Right Honourable,
Your very humble and faithful servant,
WILLIAM PENN.

From aboard the James, 6 leagues off Winterton,
11th April, 1653.

991. *April* $\frac{11}{21}$, 1653.—*ARNOT AND HARMER TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 85.]

Yarmouth, 11th April, 1653.

Honoured Sirs,—We received yours of the 9th instant at 5 o'clock this afternoon by Roger Read, and according to your commands we gave him notice of the fleet under Vice-Admiral Penn in sight of this town bound northward, and within less than half-an-hour we sent him in a ferry boat aboard of a galley now in the roads belonging and bound to the fleet. The captain's name we know not. Sirs, our intelligence of the colliers is this : one Samuel Allen of this town came into this road this morning, and from the coal fleet from Scarborough on Friday last, where he left them all well and in safety ; the same day de With, as believed, with eighteen sail of great ships and two galliot hoys came into Scarborough Bay with three flags, Admiral, Vice-Admiral, and Rear-Admiral, who caused all our fleet and nine men-of-war with the said colliers to put themselves into a posture : the small vessels got into the pier, the largest ships that had guns got as near the shore as they could and the nine men-of-war without them, so the enemy came in as near as they durst and fired awhile upon them and

then stood off east-south-east ; and where they now are they know not, but it is supposed still in the offing waiting for the fleet ; the coal fleet dares not stir till further assistance comes to them. We this morning at the said Allen's arrival gave present notice by our letters speeded abroad to Vice-Admiral Penn : we humbly take our leave and remain,

Your Honours' most humble servants,

ROBT. HARMER }
JOHN ARNOT } Bailiffs.

Just now there is one David Ring of this town come into road who came from the fleet yesternight and says they are all in safety and dare not come away till further assistance come to them, supposing the Dutch to belay for them as they come home.

992. *April* $\frac{13}{23}$, 1653.—BOURNE TO N.C.

[S.P. Dom. Commonwealth, xxxv. 94.]

Gentlemen,—I did in my last to you desire you to send me down the list of all officers that are appointed in these forty merchant ships, lieutenants, masters, chequers, stewards. I do again desire you to speed [it] to me at Gravesend. I am going down to Lee Road. I shall take order to have it sent to me. Here is want of hamacoes. I desire you would take into consideration the business of provision for sick men ; I am of opinion that half of the money be laid out in necessaries for them and the other half be committed to some trusty hand in the fleet, to be issued out as occasion requires, for I doubt whether it would be safe if intrusted with chequers and stewards unless they were better known. I can meet with few of them, but this day

I purpose to take exact account of them and, if they appear not, to advise you thereof that others may be sent down. The whole business here is like a raveled bottom; I know not at which end to begin, but now I am here shall do my best and hasten to an end of this voyage. I did acquaint you that the powder and other gunnery stores belonging to the owners of the Hamburg Merchant were not aboard, neither are yet which occasions a demur in his proceeding. The Samuel¹ hath all her guns and stores from the Tower which keeps her here at Gravesend. I pray hasten down all officers that belong to this indigested body. And now I hope the wind will hasten the coal² fleets, and then my work will soon draw to a period here, I hope. The Samaritan wants guns and stores. The Prudent Mary wants a chirurgeon. The Dragoneer has all her officers (unless a captain and carpenter) at London. It were well if they could be found and sent away. And I pray acquaint the officers of the Ordnance with the business of guns and stores wanting. There is not one of the ketches appointed to come down yet armed, by reason whereof I cannot send abroad to gain any intelligence. I am going down to Lee Road, where I purpose to remain till I see the business in some forwardness. I wish all the other ships were down that so they may be ready to be informed where the colliers come in. I shall not enlarge further, but pray you to send a messenger to my lodgings to acquaint my wife I am well; in haste I subscribe myself,

Your very assured and affectionate servant,

N. BOURNE.

Gravesend, 13th April, 1653: 11 at noon.

¹ Cf. No. 933.

² MS. 'Gould.'

993. *April* $\frac{1}{2}$ ³, 1683.—BOURNE TO A.C.

[S.P. Dom. Commonwealth, xxxv. 95.]

Right Honourable,—I am just now returned out of Tilbury Hope, for in my way going down to Lee Roads (according to my purpose) I met with so much wind at N.E. that I could not possibly proceed and therefore stopped in the lower end of Tilbury Hope and have particularly examined the state of the ships and find them as per the inclosed. This morning the Phoenix and Blossom and Samaritan set sail thence for Lee Road. The Hamburg Merchant is fallen down halfway thither. In the morning the Merchant's Adventure shall sail in company with the Prudent Mary, and fall into the Swinn or lower as they shall see cause to lie most advantageous for your affairs. The Industry and another I purpose to send down to ride under the Nore¹ in the way of the colliers and shall leave the Samuel at Gravesend, being not manned so as she can sail and having no officers aboard, and the Dragoneer and Benjamin I shall leave in Tilbury Hope. And the rest shall fall down either into Lee Road or shall lie in the way near as may best reach your ends. I find a lieutenant aboard the Hamburg Merchant who hath taken pains in fitting the ship; his name is John Driver. I know not your Honours' pleasure as to his continuance or any other. There is one John Rose who last year was as master mate with me, an honest active fellow and will answer your Honours' commands in case you please to establish him a lieutenant in a good ship. I heartily wish all the rest of the ships above were down in Tilbury Hope, and I doubt not when

¹ MS. 'Nower.'

the colliers shall come up (which I believe will be sudden) to give a good dispatch to them; I hope Captain Wildey will hasten them. This afternoon about four o'clock came through the Hope a small vessel from Newcastle. I commanded the master aboard that I might gain some intelligence, and he saith that on Friday last in the afternoon eighteen sail of Dutch men-of-war stood in towards our fleet at Scarborough but came not scarce within shot but at random and fired about twenty guns and then put abroad a flag of council and presently steered away E.S.E. into the sea; since that they saw them not. This man remained with the fleet till Sabbath last in the night and then came away, and Monday in the evening on coming through Yarmouth Roads he saw our fleet¹ at the back of the Sands standing to the northward, the wind being then at W.N.W. I suppose you may have intelligence by other ways, yet this I thought my duty both to learn by all means and also communicate it to your Honours. I hope we may see them to-morrow if they have the wind as we have at present, being at N.E. I have observed aboard the ship this day many that are sent down that are very unserviceable, divers housekeepers² and landsmen that I find were never at sea and others that are merely a burden to the service but gathered up and sent away. Such as shall appear really to be so, I humbly conceive your Honours will judge it but needful they were dismissed; and another great prejudice to your service I find, viz. that the gunners and former commanders of these ships are very backward to supply their ships with necessary stores, which much perplexeth the spirits of the new commanders and obstructs the service because they cannot obtain what is needful.

¹ *I.e.* Penn's squadron.

² *I.e.* 'householders.'

To the end this may be remedied I have sent up the demands of several officers of ships to the Commissioners of the Navy that so they may send to the gunners and require a speedy supply to be made, and so neither the public may be prejudiced nor themselves damnified through their non-compliance. I purpose, God willing, to go down to Lee Road to-morrow, where I shall be ready to attend your Honours' commands and do my utmost to compose and settle your affairs there. I have for the present inclosed this rude piece of account till I can complete the whole : so I crave leave to subscribe myself,

Right Honourable,

Your very humble and faithful servant,

N. BOURNE.

Gravesend, 13th April, 1653 : 11 at night.

994. *April* $\frac{13}{23}$, 1653.—*MONCK AND DEANE TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 99.]

Gentlemen,—Yours of the 12th present we received and are glad to see you have put things in so good a posture as in yours is mentioned. We are doing what we can here, the *Rainbow* and *Triumph* are out, and we hope to see the *Victory's* mainmast to-morrow. The Commissioners here are doing what they can for seamen, but all will not answer our necessity.

We should be glad the victualling were come, else it is to be feared we shall be lame in that particular. The Commissioners here tell us they have put things in a fair way, and to answer your commands intend to set out from hence to-morrow, however, you may expect them by Saturday night at furthest, being your necessity is so great. The convoy with two ships laden with provisions came into the road this morning. The *Kent* and *Sussex*

with the rest appointed to cruise to and again in the Channel turned, the former to this place, the latter to Portland Road or thereabout, having both spent their foretopmasts. The brief account we thought necessary to give you and intend to be more particular by the next. We are,

Your very affectionate friends and servants,

RI. DEANE,
GEORGE MONCK.

Portsmouth, 13th April, 1653.

[See List of Ships, No. 979, page 323.]

995. *April* $\frac{14}{24}$, 1653.—*BOURNE TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 103.]

Right Honourable,—I came aboard this ship about two o'clock this afternoon, at which time the whole fleet from Newcastle were within two leagues of us. I presently ordered the Merchant's Adventure and the Industry to sail down and meet with them and so stand up along with them and take out as many men as they could, and when the fleet came nigh us (they being some of them very angry and impatient to be delayed) I caused a great part of them to come to an anchor a little above us, by which means we shall have a full search of them. I thought this the best time and opportunity to procure men, and therefore endeavoured to make a thorough work. I believe we were forced to spend forty or fifty shots before I could make them stay, and the truth is some of them are so insolent that I was forced to strike their sails; but just now I have brought about forty of them to an anchor and we are digging for them where they have burrowed themselves. Here be of this fleet about eighty sail whereof the greatest part are small, most of which I let pass that the ships above us (who have order to stop them) may have some

work. I hear about 140 sail put into Humber Tuesday last, but these winds being northerly will bring them along and to-morrow we shall be ready for them. I am armed against all complaints and clamours, the necessity of affairs calling for it. I have nought else to trouble your Honours, only to advise you that the convoy is behind with the other fleets. I shall take confidence to subscribe myself,

Right Honourable, your very faithful servant,
N. BOURNE.

Aboard the London in Lee Road,
14th April 1653 : past 5 in the afternoon.¹

996. *April* $\frac{14}{24}$, 1653.—*NEWS FROM THE HAGUE*

[Clar. MS. 45, fol. 984.]

The deputies of Holland have brought unto the assembly of the States General their provincial resolution bearing that the respective Courts of Admiralty may be authorised, at the desire of the indwellers and merchants of this country, by way of dispensation with the former edict, to give their consent for the exportation of contraband commodities to the neighbours and allies of this State (powder and saltpetre being excepted), providing that assurance be given in due form that such goods carried westwards shall not be brought to any port, town, or place lying on this side of the River Loire, nor to any enemies of this State.

The Court of Admiralty of Amsterdam have by letters advertised the States General of the great difficulty they find to get sailors by reason that they are still in expectation of the Greenland fishing, the Greenland Company having desired leave to send out sixteen ships for that purpose: but that

¹ This letter is endorsed 'Received at the post house at past 9 at night.'

desire is refused, the States having declared they will punctually observe the edict heretofore published upon that subject.

The 22nd hereof, the States General have received letters of the Vice-Admiral de With's from Wielings bearing that he had first by a calm and then by a storm been hindered to meet the English coal fleet with eight or nine men-of-war to guard them, which he found lying within the harbour at [Scarborough]¹ and within the River of Tyne, so that he is come back to Wielings with eighteen ships, there to wait for the rest of his fleet. The 23rd hereof the States have received letters from the Admiralties of Amsterdam and Zealand, whereby they understand that there are sixteen or seventeen men-of-war in the Texel² and fifteen in Zealand ready to set out with the first good wind to go for Wielings and that in Zealand within a week there will be ready yet two men-of-war more and three fire-ships.

One of our sea captains being prisoner in England that heretofore had been long in Spain, having by the means of a passport from the Spanish Ambassador in England made his escape, did upon the 21st hereof make report to the States General that the English at London had been with all foreign ministers to show the letter they had received from the States³ of Holland; and that he had seen in the Downs eighty great ships, not all of them men-of-war, but some merchantmen amongst them.

The mariners of the ketch that brought the English messenger to Rotterdam confess that they

¹ MS. has 'Sherburne,' which is clearly a mistake for Scarborough.

² Cf. No. 979, which gives 13 ships in Texel.

³ MS. 'Straits,' which is impossible.

have in the late sea-fight lost above 6000 men, and that the English were never so soundly knocked since England was England.

Touching the five ships with contraband commodities taken in the Sound by our men-of war and sent in to Amsterdam, which were re-demanded by the resident Aitsma as belonging to some Hanse towns¹ and bound for Flanders, the Spanish Ambassador, de Brun, hath upon the 19th hereof by memorial to the States General likewise complained, desiring that the captain who brought them in may be punished, the said Ambassador hath also by memorial to the States General represented that he hath often heretofore made propositions to their Lordships touching divers points of great importance to be performed by them according to the treaty of peace at Münster, whereof he had received no answer, intreating them to proceed in another manner such as might be answerable to the good intentions the King his master had for the conservation of the peace and good correspondence with this State.

997. *April* $\frac{1}{2}$ ⁵, 1653.—ADVERTISEMENTS FROM
LONDON

[Clar. MS. 45, fol. 292.]

Our colliers are not yet come home, neither have we any just account of them; various reports there are that the Dutch have taken sixty of them and that the rest are got into Scarborough and Berlington.¹ Penn went out of the Downs with fifty men-of-war towards them on Saturday night last, but we have not heard anything of him since he was reasonably well manned but not victualled for

¹ MS. 'Hanstouns.'

¹ *I.e.* Bridlington.

above a fortnight ; we have eighty sail that lie in this river fitted for sea, but cannot put them forth for want of men. We had resolved that those men that brought up our colliers should have manned them out, but that failing us we began to press, and for three days and nights continued pressing all sorts of people (whether gentlemen or others) that came in our way. The watermen and seamen we pulled out of bed from their wives and sent them to the Tower, and from thence to the fleet in barges, two whereof being overladen and the wind high, were cast away below Gravesend and all the men lost, which was a sad omen to the rest, who went as unwillingly as they would have done to the gallows ; from whom we cannot expect much of service.

This press hath caused great murmurings among the people, and, believe it, we do much dread some sudden mischief from them, especially if they once hear the Dutch have declared for the King. Our dearth of coals exasperates them, and, I assure you, if the Dutch keep them from us, we shall shortly cut one another's throats ; they are above £6 the chaldron, and scarce any to be had for money. A merry fellow the last week went through the City crying coals at 3d. a bushel, and as the people gathered about him to know where, he told them at Rotterdam stairs, and so went on, not being taken notice of by any of our officers.

We hear of five of our ships that are come into the Isle of Wight all torn, but from whence we yet know not. We now conclude Badiley lost ; some say he is revolted, others that he is taken by the Dutch.

Tuesday last was our Thanksgiving day for our last great victory over the Dutch ; it was but slenderly observed, and had been less, had it not

been holiday ; the people generally saying they had mocked God too much already, and would not be guilty of it now, because they knew the Dutch had beaten us ; several of our captains which were in the fight went out of town to avoid going to church ; many of our church doors were unopened, the rest had but few people in them ; so that we find the people's affections are clearly taken off from our good cause.

We hope our coal ships have given the Dutch a go-by ere this, and, if so, we doubt not but in a short time we shall be able to man out a very considerable fleet, which will be commanded by Deane and Monck : Blake being not yet recovered, he is at Southampton. Penn is gone with an additional convoy to our colliers, of whom we hourly expect news. We shall (Providence enabling us) carry on the war very vigorously (specially by land, if occasion offer), for we shall press 20,000 men to add to the old army ; and send a very considerable force into Scotland, where we expect the first diversion.

We do exceedingly wonder that the States General should appear to be so ignorant of the letter sent to the Parliament, especially since Mein Heer Nieuport was a main instrument to have it done, as appears by his letter to Doleman ; but if the Province of Holland do but boldly stand to what they have done, be confident they shall not want an army to back them, and at short warning.

998. *April* $\frac{1}{2}^6$, 1653.—*W. C. DE WITH TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords.

My Lords,—My last dispatch to your lordships was dated the $\frac{1}{2}^0$ th instant. On the $\frac{12^{\text{th}}}{22^{\text{nd}}}$ we arrived off Walcheren shallows, and in the evening dropped anchor off Schoonevelt shallows, with eighteen ships and yachts of all kinds, to await the rest of the ships belonging to our squadron, as proposed in my previous dispatch. On the $\frac{13^{\text{th}}}{23^{\text{rd}}}$ eleven ships and yachts came in to us from Texel¹ and two from Zealand, as per enclosed list. The rest of the ships in the Texel—van de Wilde's, Balck van Saen's, with some other smaller ships—I am informed were not yet ready, so that (may God amend it) I have now to make do with a smaller ship than I have ever before commanded. I have not yet received the ships from the Meuse, Goree, and the rest of the ships from Zealand, so that it seems, and I make bold to write, that the equipment at home is being carried out very slowly and sluggishly. It can be seen from the inclosed and previous lists what first-rate ships I have at present with me. On the $\frac{1^{\text{st}}}{11^{\text{th}}}$ instant I dispatched a galliot with a letter to Agent de Glarges at Calais, as I have already reported; this galliot, before making Calais, was chased by several English merchants to the north of Walcheren; my letter was thrown overboard, and she returned after a bootless errand, on the $\frac{1}{2}^4$ th. That same day I dispatched her again to Calais for news. I have further to report to your lordships the following statement by Leijn Duijrekop, Captain Kempen van der Veer's mate, who informed us upon his honour as a man, that six days ago he spoke with Captain Lanck's mate, who had been taken in

Lt.-Admiral Tromp's last engagement¹; which latter mate informed the former that on ^{March 29} or ^{April 8} ³⁰/₉ (he was not quite certain which day), he sailed out of Portsmouth harbour with a strong south wind, in company with Admiral Blake's fleet of fifty sail; Admiral Blake's flag ship carried 88 guns; this fleet, two or three days after, came to an anchor under Dover, with a strong wind from the north; and eighteen other ships, which were cruising about in the Straits, joined Blake's fleet.² And I have thought it my duty to send a faithful account of this report to your Noble and Powerful Lordships. I trust our division will not be slighted by our mighty Government. I beg to submit to your Lordships, seeing that the country has no first-rate ships at present, and that so large a force of the enemy is lying in wait at our doors, whether it would not be best to send us as quickly as possible all the East India Company's ships that are in the country. For myself, I have never feared for my own life, and I am not afraid now; but if some first-rate ships and further re-inforcements are not sent to us at once, God knows our country will suffer injury in some way or other; though, for my part, I shall not fail to persevere in my faithful service, and this I protest to your Lordships as your faithful servant. In pursuance of my former letters we shall await the rest of the ships here, off Schoonevelt unless your Lordships may have been pleased to order otherwise. I have just received further information that the English, with seventy ships, have made sail to Scarborough to look for us, and, if they find³ us there, to

¹ This is probably the same as the Cornelis Loncque, of whose capture Evertsen speaks (*cf.* No. 917).

² This account is altogether inaccurate. Blake was still on shore on March 29 (*cf.* No. 980). It apparently refers to Penn, but the James only carried 66 guns.

³ The sense clearly requires 'do not find.'

return quickly, which I beg humbly to make known to your Lordships. The chest with medicines and the men in charge have not yet arrived; we shall stand sorely in need of it hereafter &c., &c.

Your Lordships' faithful servant,
(Signed) WITTE CORN: DE WITH.

Done on board the ship *Leopard*, April $\frac{1}{2}$ ⁶, 1653.

999. *April* $\frac{1}{2}$ ⁶, 1653.—*FRANCIS ALLEN TO A.C.*

[*S.P. Dom. Commonwealth, xxxv. 119.*]

From aboard the *Recovery*, April 16, 1653.

Right Honourable,—These are to inform your Honours that we are safe arrived into the *Hope*, where now we ride. I do not doubt but Captain Motham hath informed your Honours of our affairs since we set sail from the *Hope* for Tynemouth Haven, yet because I will not be accused of negligence I will further demonstrate to you. On Friday, March 25, we set sail from the *Hope* for Tynemouth Haven with the fleet bound that way and (by God's assistance) we arrived there on the last of the same inst., Monday, April 4, we set sail from Tynemouth Haven with 300 and more colliers for the River of Thames, and on Tuesday noon following we heard by the fisher boats that were out, that there was some forty sail of Hollanders off the Head,¹ so we with the rest of our fleet put into Scarborough Road and the little vessels, as many as could get into the pier, went in. On Wednesday, 6th of this inst., the Hollanders appeared, and we made eighteen sail of pretty good ships and two galliot hoys which came within a league of us on Thursday following and anchored there all night. We made everything in preparation for a fight that night, and brought guns on the pier-head and on the shore to bear on them; on

¹ *I.e.* Flamborough Head.

Friday morning, the wind being off the shore they came up almost within shot of us ; we shot at them both from the ships and the shore, and one of the Castle guns (by report) went through the Admiral's main shrouds, whom we supposed was de With. They fired nigh twenty guns in all at us, but none of them reached us, so they perceived they could do no good upon us. They stood off and held a council of war, and four hours after they hauled their main tack aboard and stood off, so that we saw them no more. Monday in the afternoon being the 11th of this inst., we set sail from Scarborough, and on Tuesday morning we came into Humber with part of our fleet, for 100 sail left us and stood off for Lynn and Boston. Thursday, 14th this inst., we set sail with our fleet for the river,¹ having the wind fair and about nine of the clock the same morning we met with some forty sail of our men-of-war, in company of whom went Captain Motham and Captain Kirby of the Sophia and some others. We stayed with the fleet two hours, and at last we bore after our fleet of colliers and came through the Roads that night. We have had much ado to keep the men that belong to the colliers from running away ; this day we espied a boat with six men running away ; we saluted them with a gun and so they came to us. We have our complement of men, and more than overplus we shall spare for any of the State's ships. We cannot give you the exact number of them because we continue our press. So not distracting too much time from your more serious affairs, with my humble service to your worthy selves and the knowledgment of the love and fidelity of

Your Honourables' humble servant,

FRANCIS ALLEN.

¹ *I.e.* the Thames.

1000. *April* $\frac{18}{28}$, 1653.—*TROMP AND DEPUTIES OF ADMIRALTY BOARDS TO S.G.*

[Archives of the Hague. Translated.]

High and Mighty Lords,—Lieut.-Admiral Tromp and the Deputies here present from the several Boards of Admiralty,—having seen your H.M.'s resolution of the $\frac{16}{26}$ th of this current month, requiring their opinion on a letter addressed to their H.M. two days previously by the Admiralty Board of Amsterdam, introducing certain requests submitted to their Lordships by a number of representative merchants interested in the great fleet of merchant ships, which is expected from the Bay of Biscay, sailing round England,—consider (speaking under correction) that the petitioners' apprehensions are not without foundation, and will doubtless be greatly increased when they hear that the English fleet has put to sea out of the Downs, for it is a cause for alarm, and measures should be taken promptly to counteract it. And with a view of doing this to the best possible advantage (always supposing that the enemy has sailed to the North, which seems both probable and necessary beyond any manner of doubt,—first, because they will have heard of Vice-Admiral de With's attempt upon the coal fleet and will therefore be obliged to go to their assistance ; secondly, on account of the great hopes they will probably be entertaining of falling in with the said rich fleet, under a small convoy, and being able to attack, take or destroy it ; and lastly, because it would be no advantage to them to go westward, they could do no damage to this country) —orders should be issued as quickly as possible by the Admiralty Board of Zealand to all the ships of war lying ready in the Wielings, or in other ports in the province, and in a state to put to sea at once, to join the abovesaid Vice-Admiral de With and his

squadron forthwith (who is reported to be lying in those parts), and that they should all then run to the mouth of the Meuse, there to be joined by the ships which the Rotterdam Board of Admiralty has lying ready and which they will dispatch to meet them ; the combined force should then sail close along the Dutch coast towards the Texel, there to receive the warships of the said Admiralty Board of Amsterdam with those of the Boards of the North Quarter and Friesland, and the ships raised for the extraordinary equipment in the said districts, which are being collected in one place, and are probably now eighty in number ; to bring them out, and then proceed therewith as shall seem best for the service of the country to the said Vice-Admiral and chief officers of the fleet, acting on such information regarding the position of the enemy and the state of affairs as they shall receive from here and elsewhere, either, if there is any likelihood of success, attacking the enemy, or, if they are not in a position to do that, to keep close together and cruise about between home and the Dogger Bank, in the channel along which the said expected ships must sail and where watch can be most safely kept for them ; always, however, keeping a way open to the coast and harbours of this country to provide for their retreat in case of necessity, so as not to run any inexpedient risk ; which may be prevented by the cruising of the said fleet along the coast, to be reinforced by all the warships that may be further made ready, whatever may have been their previous destination ; besides that the merchant ships lying ready for Norway and the East and those bound for the West round England can pursue their voyage, as far as circumstances permit, with benefit of convoy from the said force, these outgoing ships to sail as close as possible along the coast of Norway,—so as to run less risk on parting from the ships of war, it being

always understood, nevertheless, that the warships shall in no wise be dispatched to act as convoy; on which account the necessary orders should be sent to the respective Boards of Admiralty and Directors in the several districts, and also to the Lords Deputies of your H.M. and those of the said Boards of Admiralty now at Texel, for the information of them all respectively. And the better to frustrate the evil and destructive plan of the enemy, it would be well to send out some quick-sailing hookers,¹ off Texel and north and west of Shetland, to the places where the said fleet is most likely to be met with, taking care always that they are ahead of and outside the English fleet, to warn such ships of this country as they meet of the impending danger, and to order them to run along the Norwegian coast as far as Flekkefiord, sailing thence home along the coast of Jutland, unless affairs so fell out (which God forbid) that they should be obliged to stay there or in the Sound² for some time to avoid further dangers, of which, if there was need, timely information could be sent to them. And after this fleet is safely home, with God's help, the warships could then be further employed as your H.M. should deem best for the service of the country.

Thus advised and delivered to the Lords Deputies of their H.M. the $\frac{1}{2}\frac{8}{8}$ th of April, 1653.

(Signed) M. HARPTS. TROMP.	NIC. DE RIDDER.
W. P. v. D. BROECK.	W. VAN LIJERE.
S. VAN EWYCK.	DAVT. DE WILDE.
CORN: DE HUYBERT.	P. H. v. HARDEN-
	BROECK.

ADAM VAN LOCHORST.

¹ A hooker is a boat that fishes with a net furnished with hooks.

² MS. Orizont, *i.e.* Orë-Sund.

1001. *April* $\frac{18}{8}$, 1653.—*DEANE AND MONCK TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 126.]

Gentlemen,—We received intelligence by some ships of Embden brought into this place by some of our scouts that on Friday last they passed by the Wielings,¹ where de With rode about four leagues from the shore with one-and-thirty sail of men-of-war, it being the place appointed for his general rendezvous, and that one of the captains of his fleet, being on board these Embdeners, did inform them, they had a squadron of twenty sail gone northward to be a convoy to some East Indiamen and other merchant ships that were to sail about Scotland, the which fleet when they had seen in safety beyond Newcastle they were to attempt our collier fleet, and in case they failed therein then to return to their general rendezvous to de With, and that they should, if wind and weather permitted, be eighty sail sometime this week, as they told these Embdeners, which, if true, we think it necessary that some of those ketches lately taken up should be sent to scout out and give notice of the motion of the enemy upon all occasions. We hope you are not unmindful of us in point of seamen to man that part of the fleet fitting out in this place, without which 'tis not to be expected we should do you any considerable service. We are

Your very affectionate friends and servants,

RI. DEANE,
GEORGE MONCK.

Portsmouth, 18th April, 1653.

¹ MS. 'Wellins.'

1002. *April* $\frac{19}{29}$.—*TROMP TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—Their H.M. having been pleased (by their dispatch dated the ^{12th}_{22nd} of this month of April, which reached my hands on the $\frac{18}{28}$ th instant) to instruct me to prepare as quickly as possible, and to hold myself in readiness to put to sea on further orders, which I shall not fail to do so far as depends upon myself; but as the service of the country requires that all the ships of war now at home should be brought together into one force, so as to be able to defy the enemy, who are reported to be at sea with such a fleet as is not within the power of this country to equal, whilst they are being daily reinforced; and even if we are all together, we have but little chance of success unless at least twenty-four well-equipped fire-ships, provided with anchors, sails and all other necessities, were actually added to the fleet.

Therefore I humbly beg their Lordships herewith that the most urgent letters may be written to the several Boards of Admiralty and Chambers of Directors, calling upon them to dispatch all the warships standing under their orders, together with their contribution towards the said twenty-four fire-ships, and a special letter to the Admiralty Board of Rotterdam, begging them not only to complete the repair of the ship *Brederode*, which is the best equipped and fastest-sailing ship we have, and very necessary to be with the fleet, but to begin at once to provide all ship's necessities for her, and also gunpowder and ammunition and all accessories, so that if the repair of the said ship is completed within eight or ten days, she may not be detained at

home, to the detriment of the country, by want of stores or ammunition ; also that arrangements may be made in accordance with the letter from the said Board of the $\frac{1}{24}$ th instant relative to the equipment and guns required on the two ships Brederode and Rosecrans ; and as we can get no sailors, or but very few, and shall therefore be obliged to beat the drum to enlist men in different places, that it should be permitted, instead of giving eleven, twelve or thirteen gulden a month to inexperienced sailors, to raise the pay of the old skilful sailors on the said ship to that rate per month.

Herewith, &c.,

Their Noble and Powerful Lordships'

humble servant,

(Signed) M. HARPTS. TROMP.

The Hague, this $\frac{1}{29}$ th April, 1653.

1003. April $\frac{20}{30}$, 1653.—MEARBURY, FLEETWOOD,
AND ROTHWELL TO OFFICERS OF THE
ORDNANCE

[B.M. Add. 18986, fol. 49.]

May it please your Worships,—Since our last of the 16th inst. we have proceeded to the furnishing of the fleet with all necessaries so far as the stores would extend ; those sent by Hopwood being all issued forth, we are now at a stand and ready to shut up shop. We have here inclosed sent you a particular of what ships want powder, hammacoes, shot, and many other things, a duplicate whereof is sent to the Generals on board the Resolution in Stokes Bay. We cannot do much more until a further recruit. We have no powder at all left towards this quantity mentioned in the note, a very small parcel of round shot for culverin and demi-culverin, but not a shot of saker and minion or 3lb.

bullet, which is much required ; yet are informed of some saker shot come from Mr. Stoodwick in a vessel laden with plank at the dock, and we hope will unload to-morrow. We wrote to you in our last for several things to be sent down by waggon ; hand-screws are much called for, and none left in stores, and therefore we conceive it necessary that some be sent by the next. The Generals give out that they will forthwith set sail, and to that end were speaking to have powder, &c., sent them into the Downs for such as want. The Kentish and Sussex set sail from hence this night ; there are in the bay with the twelve merchant ships thirty sail, besides those mentioned in this inclosed note, whereof there will be the Speaker, Dragon, Advice, Worcester, and Waterhound sent out this week, with all things excepting gunners' stores. The Speaker is supplied with all her stores excepting part of her powder. The merchant ships say they are by their contract to be furnished with all gunners' stores by the State, and to that end the Commissioners of the Navy left such an order with Mr. Newbery before they went hence, which makes some of them that have powder on board say that they will send it ashore unless we will buy it of them and give them a bill of exchange for it. All this (as we suppose) arising from the State's sending agents hither to buy powder, there being some brought into the stores upon that account by the order of Mr. Hill, and Mr. Pennoyers received from Chilworth Mills this week but seventy-eight barrels. We have only received one letter from you since our coming, dated the 13th April. Yesterday we caused nine pieces of ordnance to be taken out of the Reserve frigate, part of them which he took in at Bristol, which came from land garrisons, and suppose he may have sixty pieces more to bring to

London, but none serviceable above a saker. We have nothing more at present than to remain,

Your most humble servants,
 RICHARD MARBURY,
 JE. FLEETWOOD,
 JA. ROTHWELL.

Portsmouth, 20th April, 1653.

1004. *April* $\frac{20}{30}$, 1653.—A LIST OF SHIPS FOR A SUMMER'S FLEET¹

[Clar. MSS. 45, fol. 302.]

A list of the Navy prepared by the rebels in England for a summer's fleet :—

Now lying in Tilbury Hope this April 20, not fully manned :			At sea manned and vic- tualled :		
	Ordance	Men		Ord.	Men
Triumph . . .	50	340	The Bonaventure	38	170
St. Andrew . . .	48	290	Lyon . . .	40	170
Victory . . .	46	260	Leopard . . .	42	180
Charles . . .	46	260	Happy Entrance . .	38	170
	190	1150	John . . .	28	120
			Nonsuch . . .	32	130
			Elizabeth . . .	33	130
			Tiger . . .	32	130
			Dragon . . .	30	130
			Phoenix . . .	30	120
			Adventure . . .	30	120
			Assurance . . .	30	120
			Providence . . .	28	100
			Expedition . . .	28	100
			Mary Rose . . .	28	100
			Fellowship . . .	28	100
			Mary of Antrim . .	14	70
			Satisfaction . . .	24	80
			Recovery . . .	22	80
			President . . .	22	80
			Hector . . .	22	80
	112	460		609	2480

¹ This list should be compared with Nos. 950, 957 and 982, from which it differs in many respects. The inclusion of the Garland and Bonaventure (both taken by Tromp off Dungeness in Nov. 1652) is suspicious ; possibly it belongs to 1652.

Th.¹ . . at sea manned and
victualled :

	Ord.	Men
Warwick	22	70
Constant Warwick .	28	110
Hind	18	60
Star	17	60
Tenth Whelp . . .	18	60
Greyhound	18	60
Weymouth	12	50
Nicodemus	8	40
Lily	8	40
	<u>149</u>	<u>550</u>

Merchant ships impressed
at sea, manned and victualled :

	Ord.	Men
The Lioness	24	100
Elizabeth	22	80
Jonas	20	80
Increase	20	78
Exchange	18	60
Magdalen	16	58
Mary	14	50
	<u>134</u>	<u>506</u>

Ships prepared for sea but
not by order of Parliament,

stopped for want of men, and
are to be instantly unrigged :

	Ord.	Men
The Swiftsure . . .	48	290
James	50	300
St. George	48	290
Vanguard	46	280
Rainbow	46	280
Henrietta Maria . .	46	280
Unicorn	50	290
	<u>334</u>	<u>2010</u>

Shallops at sea for the guard
of Guernsey :

	Ord.	Men
Eagle	6	36
Falcon	6	36
Samuel	4	22
Fly	2	14
	<u>18</u>	<u>108</u>

Revolted to the King :

	Ord.	Men
The Heart Frigate .	12	50

Taken by the
King's ships :

The scout shallop .	4	28
	<u>16</u>	<u>78</u>

1005. *April* $\frac{20}{30}$, 1653.—*W. C. DE WITH TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords.

My Lords,—I beg respectfully to inform your Lordships that Commodore de Ruijter joined us yesterday evening, and informed me that there are some more ships belonging to our squadron, lying

¹ *Sic* MS.

ready in Zealand, who will come off to us to-day or to-morrow if wind and weather permit ; we shall then commence our cruise in accordance with my instructions. We have not yet received the ships from the Goree Gat and the Meuse, nor the rest of the ships from Texel ; I do not know what is delaying them. On sailing from this place, I shall leave a vessel in Schoonevelt to collect together all the ships that come in, unless it shall please your H.M. to order otherwise. With the other vessels that have come in we are now forty-three ships, among which we have not three first-raters, which I beg you will believe to be the truth. On Commodore Ruijter's arrival I learnt that the English had sailed north with about seventy sail ; as they will not find us there, they will probably return at once ; whilst the force we have cannot compare with theirs. So far I have not been able to get any news from Calais with regard to the enemy, and it looks as though the sea round Calais were infested with English privateers, or that my last dispatched galliot has been taken ; time will show. I am in hopes my letters, dispatched to your Lordships on the $\frac{1}{2}0$ th, $\frac{1}{2}5$ th, and $\frac{1}{2}7$ th instant, will have come safely to hand ; I have not yet had tidings of their arrival.

Herewith, &c.

Your Lordships' faithful, humble servant,

(Signed) WITTE CORN: DE WITH.

Done on board the ship Leopard, lying
in Schoonevelt, $\frac{2}{3}0$ th April, 1653.

1006. *April 22*
May 2, 1653.—*DEANE TO SALWEY AND CAREW*

[S.P. Dom. Commonwealth, xxxv. 144.]

Gentlemen,—I received this day a letter from my Lord General wherein he hinteth that he hath been pressed by you and others to make a speedy dispatch to me, that I may with so much of the fleet as is ready forthwith sail from hence to join with Vice-Admiral Penn, and we have accordingly sent orders to him that as soon as he hath received the merchantmen out of the river, which we desire you will speed to him, he should hasten this way in order to a conjunction with us, for we do not think ourselves able without hazard to sail up the Channel with half this fleet, if de With should hear of us, who we understand is now about fifty sail. We pray that you will use your utmost endeavours to send us 500 barrels of powder, that if it were possible we might go together, it not being convenient we should leave part of the fleet here as the posture of affairs now are, whereby one of us ¹ must stay here, which will not do well considering how our commissions run. My Lord writes me word you are very active and diligent to further all things, which we are glad to hear of, only I wonder we have received no letter from you nor answer to our desire these five or six days, which makes me question whether in the great revolution there be anybody takes care of us and of the naval affairs. I praise my God my trust is in Him and am not much solicitous though the world be turned upside down, only I say to you as also to our foreman that is gone into the country that you being the men who were the chief outward instruments in engaging me in this business and promising me what you did as to assistance and mutual confidence, you will not neglect me at such a

¹ *I.e.* one of the three Generals-at-Sea.

time as this. My prayers shall be that the Lord will both guide you and us that we may be humble instruments submitting our wills wholly to His good pleasure, acting much faith¹ and walking in great humility that Christ alone may be exalted, which is the end of all these terrible shakings.

I am,

Your very affectionate friend and servant,

RI. DEANE.

From on board the Resolution at the
Spithead, 22nd April, 1653.

I desire that you will take care that the letters and instructions coming herewith may be sent away to Vice-Admiral Penn with all the speed that may be.

1007. *April 22*, 1653.—*PENN TO A.C.*
May 2

[S.P. Dom. Commonwealth, xxxv. 146.]

Right Honourable,—Yesterday in the evening here arrived Major Bourne with twenty sail of merchant ships,² of which I presume he has given your Honours an account. This morn I called all the commanders in the fleet for advice in order to our motion, and after debate it was thought most conducing to the service to move southward towards the Narrow,³ the better to join with the fleet coming from Portsmouth, unless it shall please God to cast any thing in our range thither or such intelligence as might point out some other course more advantageous to the public service. Major Bourne, who is the bearer, was then present and hath an account of our condition, who also can inform your Honours of eight sail appointed to guard the north coast for securing our trade between this and Newcastle ;

¹ *Sic MS.*

² *Cf.* No. 982 for a list of these vessels.

³ *I.e.* the Straits of Dover.

and if they shall not be thought a sufficient strength, he adviseth us of some that might presently be sent out of the river to join with them. Many ships in the fleet want either a clerk of the cheque or steward and some both, which how prejudicial it may be to the service I need not inform your Honours. Our want also of one to take an account and dispose of the victuals in the fleet is not small, for which purpose I humbly desire your Honours a fit instrument may be sent down from the victuallers, which is all I have at present to trouble your Honours with, save humbly craving leave to be,

Right Honourable,

Your Honours' very faithful and obedient servant,

WILLIAM PENN.

From aboard the *James* in Aldeburgh Bay,
22nd April, 1653.

1008. ^{April 22}_{May 2}, 1653.—[*W. C. DE WITH AND*
*DE RUIJTER TO S.G.*¹

Noble and Powerful Lords,

My Lords,—My last dispatch to your Lordships was written at ten o'clock in the morning of ^{March 23}_{April 2}, in the evening we had come off Ostend, three or four miles out to sea; there we fell in with five merchantmen which had left Dunkirk the previous day, one belonging to Flushing, Captain Jan Sidericksz: the second commanded by Jan Sempsen of Middleburg, both bound for Flushing, and two other small cargo-vessels belonging to Dunkirk and one to Hamburg, bound for Norway or the Sound. The said Captain Jan Sidericksz: being an estimable man, according to Commodore de Ruijter's report, informed us that at Dunkirk he had heard it said by several merchants, not well-

¹ This letter is signed by both de With and de Ruijter, but de With's last letter was of April $\frac{1}{2}$ ⁶.

disposed to Parliament, that the English had sailed northwards with seventy ships from the Downs, to keep a watch in those parts for ships that might come the long way round from the Bay and elsewhere, and also for East Indiamen from our country, who might go that way round in their voyage to the East Indies. He said also that the English had certain information that we left the Texel on the ^{31 March}_{10 April}, with seventeen or eighteen ships of war, three East Indiamen and several merchant ships, and had sailed northwards. He said, moreover, he had heard that the English were preparing forty ships in Tilbury Reach, near Gravesend, in the Thames, with a view of sending them out at once. He could not say whether there was any force lying in the Downs, and this was confirmed by the ships we sent out five days ago. This information I have thought it my duty to forward to your Lordships without delay by the bearer of this. On this news, the Commodore returned towards Schoonevelt, for the purpose of leaving orders that all the ships which might be lying there should repair as quickly as possible to the mouths of the Meuse, where we likewise purposed to come without delay, there to await such orders as their H.M. might be pleased to give us thereon, with the earnest request that the ships might be dispatched as quickly as possible from the Goree Gat and the Meuse and await us at the mouths of the Meuse, anchored in twelve or thirteen fathoms of water ; and also that the ships now ready in Texel may be dispatched, and they can remain lying at anchor a mile or two clear out from the shore, if wind and weather are favourable, supposing we have your Noble and Powerful Lordships' approval to sail for the North, to keep a look-out in those parts. All which I beg respectfully to submit to your Lordships,

and I trust your Lordships will be well satisfied herewith. I request your Lordships' further orders on the above may be sent to me off the Meuse by the earliest opportunity. After writing the above the ship I had dispatched to Calais (and which brings this) returned from that place with two letters, copies of which I enclose herewith.¹ These bring us the report of Captain Hilbrant Jeroensz: who, six days ago, sailed under the North Foreland and in the Downs; he says there were not more than five ships there altogether, and that he saw no others; also that Captain Claes Symonsz: of Hamburg (as I wrote in my last) saw the English close by Cromer on the $\frac{14^{\text{th}}}{24^{\text{th}}}$ of last month with between forty and fifty ships, which ships have not had time to perform that convoy; in addition to this we have the statement of the above-mentioned Captain Jan Sidericksz: so that the reports contradict one another very much. We think, and indeed it seems most probable, that the report of Jan Sidericksz: is the most reliable, because on the $\frac{20^{\text{th}}}{30^{\text{th}}}$ of last month the English convoy came off Dunkirk,² for if the ships (as Monsieur de Glarges writes) were then down the river, they would surely have been seen by Captain Hilbrant Jeroensz: and if the English have meanwhile gone north to catch the ships going the round-about way, they should perhaps meet them there.

And all the above is faithfully reported to your Lordships, &c., &c. Your Noble and Powerful Lordships'

Humble and faithful servants,
(Signed) WITTE CORN: DE WITH.
MICHIEL ADR. RUIJTER.

Done on board the ship Leopard
on the night of the $\frac{22^{\text{nd}} \text{ April}}{2^{\text{nd}} \text{ May}}$, 1653.

¹ Nos. 1009 and 1010.

² *I.e.* the vessels with the Irishmen from Innisboffin (*cf.* No. 952).

1009. *April* $\frac{17}{27}$, 1653.—*C. DE GLARGES TO DE WITH*¹

[Archives of the Hague. Translated.]

Noble, Honourable Sir,—I received yours of the $\frac{14}{24}$ th instant on the morning of the 25th. I beg to thank your Honour for the communication, and to make reply as follows:—that (as your Honour has already informed their H.M. the States General on the $\frac{8}{18}$ th) about sixty ships passed Dover on the $\frac{7}{17}$ th, coming from Portsmouth; about twenty of these were old prizes, being taken to London; the rest were ships of war and are remaining in the Downs. These are to be joined (according to letters from London and other reports) by forty more ships from the Thames, with a view (some accounts say) of cruising off the Dutch coast and looking out for the merchantmen, which they believe are coming the long way round with Evert Anthonisz:. On the said $\frac{8}{18}$ th we received news from Dover that your Honour was off Newcastle, which we did not at first believe; but we received speedy confirmation of the tidings in the fact that the forty ships under Captain Penn had suddenly sailed northwards out of the Downs on the $\frac{6}{16}$ th²; upon which we credited the report. We have now received certain information that the said forty ships sailed to Newcastle to convoy their colliers to the Thames, which they have done, and are now at the mouth of that river, awaiting the ships of war that are coming out, and according to several letters, over twenty of these have already joined them. I shall not omit to inform your Honour, by every opportunity, of whatever reports reach me from time to time on this subject, if only I know where to address you. And

¹ This and No. 1010 are the enclosures spoken of in No. 1008.

² This seems inconsistent with the statement that the ships passed Dover on the $\frac{7}{17}$ th.

for this purpose it would be useful to send a galliot here now and then, since it is not their H.M.s' pleasure that I should have the command of one or two here in their service. I have your letters of the $\frac{1}{2}\frac{4}{4}$ th from Rouen, brought here by the last post from Rochelle, saying that our fleet was still there, and only waiting for a good wind to sail the long way round for home.

Herewith, &c., &c.,

Your faithful servant,
(Signed) C. DE GLARGES.

Calais, the $\frac{1}{2}\frac{7}{7}$ th April, 1653.

1010. *April* $\frac{1}{2}\frac{8}{8}$, 1653.—*C. DE GLARGES TO DE WITH*
[Archives of the Hague. Translated.]

Sir,—After writing my letter yesterday I received a confidential communication from Overen, informing me that, among the forty ships lying below him, were almost all the large ships of the English, but that thirty-two more were lying ready in the river. The ordinary ships carry from 28 to 30 guns. They are most of them doing their utmost to procure men by vigorous pressing, and the arrival of the coal will give them better means of doing so.

I remain, &c., &c.,
(Signed) C. DE GLARGES.

Calais, the $\frac{1}{2}\frac{8}{8}$ th April, 1653.

1011. *April* $\frac{2}{3}\frac{23}{3}$, 1653.—*W. C. DE WITH TO S.G.*
[Archives of the Hague. Translated.]

Noble and Powerful Lords,

My Lords,—My last dispatch to your Lordships was dated the $\frac{2}{3}\frac{0}{0}$ th of April. As I have not received any news from Calais, I fear that the [vessel] I sent out last has fallen into the enemy's hands. I have

therefore resolved, for the sake of greater certainty, to send two of our fastest-sailing yachts or frigates to Calais to get news as before, and on their return to await further orders in Schoonevelt, or inside the sand-banks off the Hard¹ of Zealand. I wrote your Lordships on April $\frac{17}{27}$ that one of my quickest-sailing frigates had been to reconnoitre about the Downs, and had not seen more than five ships, some of which were merchantmen; so that the enemy's force is apparently on some expedition or the other, and if their destination had been no further than Newcastle or Scarborough, we should in all probability have had information of it here; so that it is my feeling that the said fleet probably has in view our French traders, who are likely to come the long-way round, off Shetland or towards the Sound; for, God knows, the dilatoriness of our preparations is as apparent to them as to us, and was by no means unknown to them. But these are only my opinions, which it is my duty to submit to your Lordships. We have not received any more ships from Texel, the Meuse, Goree Gat or Zealand, since my last; we shall now commence our cruise, sailing along past the Flemish Sands, Ostend, Walcheren, the Meuse and outside Texel, because I do not think it is any use to wait here any longer for more ships. I shall leave orders that they are to await further instructions from us in Schoonevelt or off the Hard of Zealand so that such ships as now remain may be all collected together. Further, I beg to submit to your Lordships, seeing that the enemy has beset the Straits so closely with specially fitted fast-sailing privateers, that it is practically impossible to get

¹ Conjectural translation of the Dutch 'harde.' 'Hard' means a place, whether made or natural, where vessels are laid ashore to scrub, *i.e.* a 'graving-place.' The particular place to which the name is here applied cannot be identified.

news from Calais by means of galliots or other small vessels, or they run the risk of being taken or chased. I beg therefore to submit to your Lordships' consideration, whether it would not be best, with a view of ensuring more certainty, to have trustworthy persons at Dunkirk and Ostend, appointed by their H.M., who might travel backwards and forwards continually in English and Flemish vessels to Dover, there to get news of the position of the enemy, informing your Lordships and us thereof from time to time, which would prove of great service, and we should get more timely reports, since our vessels are driven from the sea by English privateers. I shall not fail to collect and keep the ships together as much as possible in these anxious times. When we come off the Meuse or Scheveling, I shall send notice thereof to your Lordships, that we may be sent off either to Shetland or the Sound, wherever the enemy may have sent their forces. And if your Lordships shall be pleased to send us to Shetland or the Sound, according to the news that may be received, I beg that corresponding orders may be given to the pilot-boats in the Meuse or Goree Gat, that we may find them in readiness there on our arrival; and also at Scheveling, where we hope to arrive in a few days, as wind and weather may permit. I am in hopes that my letter of April $\frac{1}{2}$ $\frac{5}{5}$ has reached your Lordships' hands safely, setting forth our need of reinforcements and first-rate ships, and that it will be taken into serious consideration. We have not yet received the ammunition ship and staff, nor the chest with medicines, &c., &c.

Your Lordships' faithful servant,
(Signed) WITTE CORN: DE WITH.

Done on board the ship Leopard,
lying in Schoonevelt, the $\frac{2}{3}$ rd ^{April}_{May}, 1653.

1012. *April 25*
May 5, 1653.—*M. H. TROMP TO S.G.*

[Archives of the Hague. Translated.]

High and Mighty Lords, I have just this moment received news that Vice-Admiral de With is come off the Meuse with the forty weak and crazy ships of which he writes ; and I am going thither in person to-day in the utmost dejection, because a great number of our large ships have been burnt, sunk and taken, and those that are left remaining we shall be forced to leave lying at home ; likewise that Vice-Admiral Jan Evertsz: and Rear-Admiral Pieter Florisz: are not sailing out yet. And this is due to neglect, because the request I made before my return and renewed immediately I landed [was not carried out], and the refitting of the ships promptly taken in hand ; moreover, there has been ample time to have put out to sea again punctually with all the ships of war in the country two or three weeks ago, to oppose the enemy as it behoves us, with every chance of success. Nevertheless I shall, although unwillingly, obey your H.M.s' commands, unless your H.M. should be pleased to grant me leave to retire, and God should suffer some other fit person to be found to serve and protect my beloved country ; protesting that I will not be responsible for the disasters with which we, and therefore our said beloved country, may be overwhelmed at sea ; for I have not failed, in season and out of season, in writing and by word of mouth, to set forth our danger at sea and the power of the enemy. Further, everything must now be done and the greatest zeal used to press forward the preparation of the ships lying in the Goree Gat, and especially the ship Brederode ; for they are four of the best ships the country has,

and the time is too short to take them with us ; it is necessary, therefore, that these and the others, together with the fire-ships that are still wanting, and the small vessels, ammunition and water-ships, may promptly be made ready to sail, so as to be able to be dispatched at once to the fleet, immediately on the arrival of the expected fleet of merchantmen, as soon as our small vessels bring news to the ports of where the said fleet of warships is to be found.

Herewith, &c., &c.,

Your H.M.s' humble servant,

(Signed) M. HARPTS. TROMP.

Rotterdam, the $\frac{25}{5}$ th $\frac{\text{April}}{\text{May}}$, 1653.

P.S.—High and Mighty Lords, I beg most respectfully that deputies from the Assembly of your H.M. may be sent to the Briel, to go on board with me, and inspect the fleet, for I am uneasy in my mind at so lightly risking the honour, safety or loss of the country, because I fear I shall have the same experience with many of the ships reported to be lying ready in Texel as I had in the Goree Gat.

(Signed) M. HARPTS. TROMP.

1013. $\frac{\text{April } 25}{\text{May } 5}$, 1653.—*PENN TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 158.]

Right Honourable,—Your Honours' of the 21st instant came the 22nd late in the evening into my hands, and sailing early the next [I] had no opportunity to return an answer thereof unto your Honours until now, having with much ado this afternoon got hither, where I only stay for some fourteen sail, which yesterday were constrained (being put from their

anchors off the South Sand's Head, where we rode, with a storm of wind at S.W.) to go and ride under the North Foreland, to whom I have sent an order to repair hither with all possible speed. I humbly conceive the victuallers intimated in your Honours' may be of great use to the fleet if so fit with men, ground tackle and all other materials that in an expeditious employment they may be no clog to the fleet. I humbly offer that there may be an equality of provision put on board them, all the neglect of which has bred no small disorder in our victualling, many having want of some sorts which abound in others; as also that a fit instrument may be sent down from the victuallers to issue out and take account of the provisions in the fleet, the want whereof we daily experience. Here are seven large Swedes' ships, six whereof came voluntarily, the other we commanded in, laden with masts, tar, pitch, deals, with other such necessary commodities. I humbly desire your Honours would be pleased to hasten down your orders with all possible speed how they shall be disposed of, otherwise they may be the occasion for losing time here.

I beg favour to be,
 Right Honourable,
 Your very faithful and obedient servant,
 WM. PENN.

From aboard the *James*, riding in the south part
 of the Downs, 25th April ('53), 10 at night.

1014. *April 26*
May 6, 1653.—*W. C. DE WIT TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords,

My Lords,—Since my last letter to your Lordships the two frigates I sent to Calais have returned

with a letter from Agent de Glarges, of which I enclose a copy herewith. The captains of these vessels informed me that they had learnt from the crews of the French barques that are constantly sailing in the Straits, that there are still no ships lying in the Downs. I have also received a report from Master Corn. Lievensz; the bearer of this, who says on this subject that the advices with regard to the enemy are very unreliable. Still I am looking forward to receiving your Lordships' further orders at an early date, that I may proceed with the greater certainty, knowing what is to be our next destination, and shall await your determination in willing readiness. Since my last, we have not received any more ships from Texel. I am most sorely grieved at this delay in the fitting out, and that I have not yet got one first-rate ship properly manned, and it is my earnest hope that your Lordships are fully aware of the great exertions made by the enemy in their preparations. We have not yet received the ammunition ship and staff we asked for, with clamps, poles and cordage, nor the chest with medicines, of which our fleet will stand in great need in the time to come. Five more ships of war have come to us from Zealand, the Meuse and Goree Gat (some of them having not more than eighty-five men on board), and five fire-ships, all which is reported to your Noble and Powerful Lordships by your Lordships' faithful servant, &c., &c.

(Signed) WITTE CORN: DE WITH.

Done on board the ship *Leopard*,
lying off the Meuse, the 2⁶th ^{*April*}_{*May*}, 1653.

I hope that the ship from Genoa will be made ready for me, so that I may have a proper ship under me once more before I die, so that I may do acceptable service to your Lordships.

Immediately I receive your Lordships' further orders, I have resolved to send one or two vessels to the north of Shetland, to sail and meet the expected fleet, and give them necessary information.

1015. *April 23*, 1653.—*C. DE GLARGES TO TROMP*¹
May 3

[Archives of the Hague. Translated.]

Noble and Honourable Sir,—On the $\frac{1}{2}\frac{6}{6}$ th instant I sent an answer by your galliot to your letter received on the $\frac{1}{2}\frac{4}{4}$ th, and I will now repeat briefly what I have already written, viz. that Captain Penn had run to Newcastle with about forty ships, and had brought the colliers into the river, where he has to wait with the said forty ships for thirty-two others that are to come down from further up the river, and were almost ready, waiting only to complete their crews, and they will have been able to get the men easily from the colliers, so that I think they will be about seventy strong, and will be ready very shortly, and not only these, but also a division of their big ships; the rest remain in Portsmouth, and those also are ready, and likewise a number of ordinary² and small ships. The thirty-two which are to come down the river, or have possibly come down (of which I have not yet received any more certain tidings), are only ordinary² ships, mostly carrying from 28 to 30 guns, and poorly manned with crews very unwilling to go on this service. I have also written to their H.M. the States General that I have heard two several reports on this subject, one stating their object was either our coast, or to run northwards to watch for the French traders under Commander Evert

¹ Enclosed in No. 1014.

² 'Gemeine' here almost equivalent to 'inferior,' though the word might be taken to contrast 'ordinary (*i.e.* merchant) ships' with 'ships of war.'

Antonisz., the other, that they purposed to run into the Sound ; but I am not able to say for certain which of these two it is to be, for, as you know, the orders really to be carried out are sometimes opened by the commanders only after the fleet is at sea. I think the first is the final order. The packet boat may now come in at any hour, and I may receive further letters of advice by her ; in which case, if the captains will wait, and give me only a short half-hour to reply (though I am disposed to lie in bed, being under medical treatment), I will enclose a further note herewith.

I remain, &c., &c.

(Signed) C. D. GLARGES.

In great haste, at Calais, ^{23rd}₃ April
May, 1653.

1016. ^{April 2}_{May 8}, 1653.—*T. S.¹ TO VICE-ADMIRAL
PENN*

[B.M. Add. 9308, fol. 21.]

Sir,—I am glad to hear you are safely arrived in the Downs with that part of the State's fleet which is under your command, though I hear it from other hands. This committee would be glad to have the knowledge of your motions, as conceiving it necessary to the service, because we may send one way when you are gone another, as now in the case of the victualling ships and those provisions you did write for, which had we not heard by accident of your removal we had sent northward, as we did a packet to you in answer to your last, so that we know not whether it came to you or not. I pray be pleased to consider of it, and let us hear from you as oft as conveniently you may, as hath been directed

¹ Almost certainly this is Thomas Smith, one of the Navy Commissioners.

formerly to the Generals by the Commissioners of the Admiralty and Navy.

We hear also that the other part of the fleet with the Generals is removed from Portsmouth, but which way we know not, so that we are in a perplexity whether to send an extraordinary chest of medicaments which now is ready here, and should be sent by the Resolution if we knew where she were. I pray you acquaint the Generals therewith when you meet them with the tenders of my best service. You have heard of our great alteration of government, and I doubt not but it will be to God's glory and the good of the nation if people will be wise. The victualling ships are almost ready and will fall down to you speedily. We sent you all the particulars in our last. Thus having nothing else to trouble you with at present,

I rest your assured friend and humble servant,
T. S.

Navy Office, 28th April, 1653.

1017. *April 28*
May 8, 1653.—*M. H. TROMP TO S.G.*

[Archives of the Hague. Translated.]

High and Mighty Lords,—To-day we are sailing out of the Meuse, with the last war-ships and ten or twelve merchantmen that happen now to be ready and are going to sail the long way round. We leave the Admiralty ships Brederode, Rosecrans and Princess Louise, and the director's ship de Prins, lying in the Goree Gat. They will all four be ready within a few days. Three East Indiamen are also lying with them ready to sail. I shall join the main body as quickly as possible with the ships now with me, and shall use every endeavour to push on to the Texel, in accordance

with your H.M.s' resolution. Advocate-Fiscal de Bije and his assistant have not yet joined us. They ought to come on board with all speed from the Texel, with their papers, so as to conclude the case against the captains accused of unofficer-like conduct. Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

On board the yacht lying off Briel Head, ^{28th April}_{8th May}, 1653.

1018. ^{April 28}_{May 8}, 1653.—*M. H. TROMP TO S.G.*

[Archives of the Hague. Translated.]

High and Mighty Lords,—To-day at half past three o'clock in the afternoon, coming to the mouth of the Meuse, and Captain Dirck Vijch being close in shore, he reported to me that the ships commanded by Vice-Admiral Jan Evertsz: and his brother Cornelis Evertsz: were among the fleet which is a mile or a mile and a half from us, further out at sea, and also that the said Vice-Admiral had left for Flushing with his brother. My request to your H.M. therefore is that you will be pleased at once to send them orders by express, charging them to repair to Texel, so as to join the fleet from there. Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

On board the frigate Gelderland, a little way out of the Meuse, 4 o'clock P.M., ^{28th April}_{8th May}, 1653.

1019. ^{April 29}_{May 9}, 1653.—*NEWS FROM LONDON*

[Clar. MS. 45, fol. 335.]

Eighty sail of our fleet lie now in the Downs, thirty more are to be with them on Monday from Portsmouth, and twenty more (as soon as they can be ready) out of this river, so that we shall by the

middle of the next month be at sea with 130 sail. Our colliers came in very seasonably for the helping forth of our fleet, which is believed could not have gone out had we not had them, most of our other men being both unskilful and unwilling, and had the Dutch prosecuted their business as they might have done they had prevented us of this assistance.

Blake is outed of his command, and is come to town highly discontented; he is much for the Parliament.

1020. *April 29*
May 9, 1653.—*DEANE AND MONCK TO A.C.*

[S.P. Dom. Commonwealth, xxxv. 172.]

Gentlemen,—We have yours of the 23rd and 26th; in the first we perceive the care you have taken to furnish us with powder, and likewise what the victuallers have informed you concerning victuals, and do wish we were completed according to their information. However, we do believe they have done what they can, but divers of the merchant ships have but six weeks beer on board, notwithstanding we stayed three days longer than we intended, which was till Wednesday night. In your last, wherein you desire to know how we have disposed of the 490 land soldiers and likewise those with Colonel Sydenham, we have sent twice unto him and have already received on board from the Deputy Governor as many as he has order for or could procure; for the other 400 we are able to say little to it; you know best how to dispose of them, we not knowing where they are.

We are now within sight of Vice-Admiral Penn and his fleet; it hath proved little windy these two days or else it is probable we had been joined ere this. If any of your number intend to meet us in the Downs or at Dover, which we desire, we wish

you would hasten thither with all the speed you can, lest we stay for you, which will not be convenient now the fleet is embodied. Pray forget not the money we wait for, as also the surgeons' chests, and what else is or will suddenly be ready for the fleet we shall hasten what we can towards you. Our men fall sick apace of dangerous fevers; we had one complained but yesterday morning and died before night. It were necessary, someone from the officers of the ordnance were ordered to come along with the gunners' store you send down to us to see the distribution thereof, we not being in a capacity to do it, and many inconveniences are likely to ensue if one be not sent down. We are

Your very affectionate friends to serve you,

RI. DEANE,
GEORGE MONCK.

From on board the Resolution, three leagues to the eastward of the Isle of Wight and under sail, the 29th April, 1653.

1021. *April 29*, 1653.—*DEANE AND MONCK TO A.C.*
May 9

[S.P. Dom. Commonwealth, xxxv. 173.]

Gentlemen,—We dispatched one to you this morning as we set sail by way of Portsmouth, since which we are joined with Vice-Admiral Penn, and, upon discourse with him and the Rear-Admiral, do find that most of the merchant ships which came out of the river with Major Bourne do want cables and anchors, and thereby some of them are rendered incapable to ride in the sea where we must, to wit the London, King Ferdinand and others, which are the considerable ships amongst them.¹ We hear nothing of the hoy with shot

¹ The London carried forty guns and a crew of 200, the King Ferdinand thirty-six guns and 140 men.

which we hoped would come along with this fleet. We desire that for the better understanding and clearing up these and other things, some of you would hasten unto Margate¹ and you shall (if the Lord will) find us riding off of the North Foreland in order to a meeting with you. We also perceive that the fleet with Vice-Admiral Penn is very defective in victuals, whatsoever the victuallers' instrument may report to the contrary, and do think if there be such shuffling to and again in this business we shall have a very hard game to play, and therefore we pray you to hasten down provisions of all sorts to meet us at the North Foreland by that time we come there. Let not the powder you mention be forgotten.

We shall want three ships of each 300 tons or thereabouts to carry fresh water for the service of the fleet, without which we shall not be able to keep the sea any considerable time. We think they may be loaded at Blackwall in two or three days by a pump. There will also be wanting a considerable number of hamaccoes, there being about 3,000 men in the fleet at this time lying on the decks for want of them, as the captains of Vice-Admiral Penn's fleet inform us, which breeds great disturbance amongst the seamen, and we know not what to answer them.

We desire to know what you will do with the Swedish ships stopped by Vice-Admiral Penn and whether you have any need of those commodities or no ; we are

Your very affectionate friends and servants,
R^I. DEANE,
GEORGE MONCK.

From on board the Resolution under sail off of Arundel,
about 5 leagues from the shore, the 29th April, 1653.

¹ 'Margret' in MS.

1022. *April 30*
May 10, 1653.—*M. H. TROMP TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—Yesterday morning I sailed out of the Meuse in the frigate Gelderlant (on board of which I have gone) together with the flute commanded by Captain Symon Cornelisz: van der Meer, and thirteen merchantmen and one convoyer. At eight o'clock in the evening we came up with our fleet, consisting of fifty-six war-ships, five fire-ships and seven advice-boats ; we will make every effort to bring this fleet off Texel, and to effect a junction with the war-ships and merchantmen that may be lying ready there. With a view of expediting matters I despatched a frigate and an advice-boat yesterday afternoon to Vice-Admiral de With, and to Texel, charging him to come out forthwith with the said ships, and then to carry out your Lordships' resolutions and instructions, delivered to me upon our present expedition. This morning we came up with twelve merchantmen belonging to Hamburg, and two to Lubeck, which had sailed from the Elbe the day before yesterday, bound for Spain, Portugal and Biscay ; and two smacks bound for Dieppe or Havre, so they say ; and as one of the smacks, commanded by little Gerrit of Hamburg, has a cargo of twenty-six bales of hemp, twenty-six sacks of flax, twenty-two tons of pitch, sixty-eight tons of tar, and two tons of linseed, according to her charter-party, which looks to us very suspicious, especially as it is hardly possible for him to get through the Straits without falling into the hands of the English, in which case his vessel would be seized by them without a doubt, even if he were intending to make Dieppe ; I have there-

fore considered it advisable to send the said smack to the Board of Admiralty at Rotterdam, in order that such steps may be taken with regard to her as shall be found most beneficial in the service of the country.

Herewith, &c., &c.,

(Signed) M. HARPTS. TROMP.

On board the frigate Gelderland, about halfway
between the Meuse and Texel, ^{30th April}_{10th May}, 1653.

1023. May 11, 1653.—*DEANE AND MONCK TO A.C.*¹
[B.M. Add. 22546, fol. 107.]

Gentlemen,—In our last of the 29th we gave you an account that we were joined with Vice-Admiral Penn and that part of the fleet with him, also the condition of some of the merchant ships in point of cables and anchors; the truth is, if we are rightly informed, they were never furnished out of the river by their owners, as they ought to have been, which surely is a defect in some of your officers that did not take care to see them completed before they came out. The London, Ferdinand, and some others, as we told you, lost their anchors and cables off the Goodwin, and being so barely furnished (those two ships especially), are now totally incapable of service, unless a supply in that particular be speedily sent down.² Yesterday we received yours of the 28th April last, by which we perceive what care you have taken concerning victuals and other things necessary for supply and hastening out the fleet, and that you have appointed

¹ This letter is not addressed but is clearly to the same people as No. 1021 was.

² Both these vessels were present in the action of June 12.

Major Bourne with one of the victuallers' agents to come down into the Downs to us, which we are very glad of, and hope it may do well towards furthering the business.

As for the Swedish ships, three of them we have sent into Portsmouth, which we doubt not but Mr. Willoughby hath given you an account of ere this, and do believe it will be very necessary they should be unladen there, for you will be no loser by them, though you have not present use for their whole lading; the shippers tell us they are willing to sell their commodities at any reasonable market, but these things are better known to you than us, and therefore shall say no more. The other four are now with us, which we shall bring back into the Downs to be disposed of as you shall give order.

We perceive you have distributed the soldiers of Colonel Baxter's regiment, and that you desire to understand from us what further numbers we expect to be provided, to which we are able to return no other answer than what we did in our last; for the fleet here we have more landsmen than seamen, so that we are not able to manage our ships as we ought, and yet we want men; but if there were 200 of the choicest and ablest of them ready at Margate¹ against we come there, we think we shall be able to dispose of them, yet that will not do the work. The rest we suppose must be disposed of in the merchant ships yet behind in the river, but when we meet, we shall speak more fully of this. There is one of the officers of the ordnance come down to see the distribution of the gunners' stores, and therefore desire you will hasten them down to us. For the ships for the Northern guard, as soon

¹ 'Margrets' in MS., but by the context this would seem to be Margate rather than St. Margaret's Bay.

as we get up to the Foreland we shall endeavour to answer that and all other emergencies. For the ship *Discovery*, and the mutinous carriage of her men, we can give no directions therein at such a distance, having none at that place under our command to do anything in it, and it may be worth your consideration whether as the state of affairs now are, it were not better to give them two months pay, they having so much due to them, having been so long ashore while their ship was careening, and so probably have run in debt; and then have ordered them to come about to us, and so have prevented that discontent.

For the £1000 to be imprested to John Poortmans, he hath herewith sent directions to his brother to give a receipt for the same, desiring it may be put on board the *Sapphire*, who we pray may be hastened to us so soon as may be, and not stay for the *Unicorn*.

Vice-Admiral Penn informs us, that he is in great want of a best bower cable for the *James*, which we desire may be hastened to him, which is all at present, but that we are,

Your very affectionate friends
and servants,

RI. DEANE,
GEORGE MONCK.

From on board the *Resolution* off of Dungeness,
at 6 of the morning, 1st May, 1653.

We had Hatsell's letter before yours came to hand and had given directions therein accordingly.

No. 1024. $\frac{\text{March } 29}{\text{April } 8} - \frac{\text{April } 30}{\text{May } 10}$, 1653.—EXTRACTS FROM
JORDAN'S¹ JOURNAL

[Printed by Granville Penn, Vol. I., pp. 522 ff., from the original among the MSS. of Sir William Penn.]

$\frac{\text{March } 29}{\text{April } 8}$.—I came to Portsmouth: there received order from the General of the Fleet to command the Vanguard.

$\frac{\text{March } 30}{\text{April } 9}$.—In the morning, went aboard the Vanguard riding at Spithead: signified to the officers and seamen that I was appointed their commander and examined the wants of the men, etc.²

April $\frac{1}{11}$.—Went aboard the Admiral,³ who, with the fleet, endeavoured to get to sea, but calms and the wind southerly prevented. A council was held how to order the fleet and how the lame merchant ships and prizes might with most security be conducted eastward. General Deane came aboard Admiral Penn, and it was ordered I should be Vice-Admiral and Captain Graves⁴ Rear-Admiral to him.

April $\frac{2}{12}$.—About noon, wind came at W.S.W. and S.W., a fresh gale. We weighed with the whole fleet and stood easterly: wind afterwards southerly and S.S.E. . . .

April $\frac{3}{13}$.—At eight in the morning were off Beachy, fair by the shore: the Admiral sent the most frigates to scour abroad: wind westerly. I went aboard the Admiral: inquiry was made there about a Dutch captain, one of the Rear-Admirals, and was found, with a Dutch youth, aboard an Ostender which came from Portsmouth with us. We anchored on⁵ Dover at eleven at night. Wind N.N.W.

¹ Captain of the Vanguard.

² A day omitted.

³ *I.e.* Penn.

⁴ MS. Greaves.

⁵ *Sic* MS.

April $\frac{4}{14}$.—Wind at N. and N.N.E. About noon weighed and plied into the Downs, where being arrived, a council was called aboard the Admiral, to signify that pilots could not be had for the fleet: therefore the smaller ships were to follow the greater, especially the chieftain's; and it was further ordered every commander to bring in, how long victualled, how manned, how long off the ground and their several wants.

April $\frac{5}{15}$.—Calms, a little wind, variable, northerly, easterly and southerly with fog. Weighed with the flood, but falling, sheet anchored. Immediately weighed again. About three hours after, wind at S.S.E., very little wind and somewhat foggy; anchored again presently.

April $\frac{6}{16}$.—Wind at N.W., foggy; weighed about six in the morning, but proving very foggy, anchored again presently. About three in the afternoon went aboard the Admiral, received orders to call my squadron aboard to take their wants of men, provisions, etc. . . .¹

April $\frac{7}{17}$.—Wind variable, northerly. In the morning . . . weighed with the fleet about eleven, falling calm, anchored off Bradstow,² about four, afternoon. Presently after, came a gale southerly: we weighed and drove with sails on the mast for a while and anchored again: weighed about seven at night. Steered away N.E. till twelve at night, then hauled up for Orfordness.

April $\frac{8}{18}$.—Wind westerly, about six in the morning made Orfordness: came to anchor on³ Solebay in nine fathoms about noon.¹ . . .

April $\frac{9}{19}$.—Wind westerly.¹ . . . Went aboard the Admiral to counsel: several letters from the

¹ Passage omitted here.

² *I.e.* Broadstairs, of which this is the old name.

³ *Sic* MS.

Council came in the interim with positive order to sail to Scarborough, where our fleet of colliers lay with the convoy, the enemy then about six leagues from them, that we might relieve and conduct them, and destroy, if possible, the enemy: care being taken for pilot. Resolved, we should sail on the morn.

April $\frac{10}{20}$.—Wind westerly; whilst we were weighing, about five in the morning, we espied Captain Lawson, Rear-Admiral of England, with a ship or two coming toward us.¹ After, we made sail towards Yarmouth, to meet, if possible, with pilots sent for the night before. Standing that way the pilots came on board my Admiral, where a council being called, it was resolved, in regard the wind was westerly and almost night, by the pilots' advice, to anchor. Gave out Fighting Instructions and divided the fleet into squadrons. Admiral Penn, of the White, chief, and Admiral Lawson of the Blue: it being ordained that I should be Vice-Admiral to him.²

April $\frac{11}{12}$.—Wind westerly: weighed about six at morn and stood away to the northward. In the afternoon went aboard my Admiral, Captain Lawson, who was then on board Admiral Penn, where I went and returned with both of them aboard the George.³ About seven at night steered N.E. to go without the sands: the wind sudden at S.W.

April $\frac{12}{22}$.—Wind at W.S.W. and westerly, variable, with small showers of rain and hail.

April $\frac{13}{23}$.—Wind easterly . . . variable, southerly towards night and afterwards northerly and N.N.W.

April $\frac{14}{24}$.—Wind northerly and N.N.W. This morn at daylight saw the high land of Dimlington: plying to windward we espied, about

¹ Cf. No. 989. ² *I.e.* Lawson.

³ Lawson's flagship, cf. No. 976.

seven at morn, the fleet of colliers, come and coming out of Humber: we hauled without the sands.

April $\frac{1}{2}\frac{5}{5}$.—Wind variable . . . About seven at night anchored in eighteen fathoms, Yarmouth, by supposition, bearing W.S.W., about eight leagues distant.

April $\frac{1}{2}\frac{6}{6}$.—Wind at N.W. About seven in the morn weighed anchor and stood on W.S.W., and about one in the afternoon made Yarmouth, bearing W.S.W. about three or four leagues distant: steered away S.S.W. for Solebay. . . .

April $\frac{1}{2}\frac{7}{7}$.—Wind westerly . . anchored about noon in Solebay.¹

April $\frac{21}{21}$
May 1.—Went aboard Admiral Penn to council: the result thereof was an answer to the Council of State's command² for a conjunction with those coming out of the river,³ as also with the Generals: to move at present to Aldeburgh⁴ Bay, and so to Long Sand Heads, to give notice to those coming from the river in case we met them not, to repair speedily thither, that so we might be in a posture to sail, to meet the Generals with the fleet coming from Portsmouth. About ten in the morn sailed from Southwold Bay, by order. I left the Raven to take up the boats and men left behind. Anchored in Aldeburgh Bay, where twenty of the merchantmen-of-war came to us this afternoon.

April $\frac{22}{22}$
May 2.—Wind variable: went aboard Admiral Penn to council: the result was (as by intimation from the Council of State), to join with the Generals coming from Portsmouth.

April $\frac{23}{23}$
May 3.—Wind variable, at N.W. and easterly: the North Foreland bore S.W. by S., six leagues

¹ Three days omitted, remaining in Solebay.

² Received April 19/29.

³ *I.e.* Bourne and his twenty armed merchantmen, *cf.* No. 1007.

⁴ MS. Aldbrough.

distant, about four in the afternoon : about eleven at night anchored without the Goodwins.

April 24.
May 4.—Wind southerly and westerly. Plied with the windward tide and anchored off the South Foreland Lights. . . .

April 25.
May 5.—Wind at S.W., blustering : sent my boat aboard a ship come through our fleet. Admiral Penn shot at him and divers others : we shot and commanded him to anchor, sent my boats aboard him.¹ After we weighed with the flood and came to the Downs. Went aboard Admiral Penn to council : the result was, unanimously, 'to engage against all our enemies, for maintaining truth and righteousness.'

April 26.
May 6.—Wind at S.W. . .

April 27.
May 7.—Wind variable, southerly and easterly. Went aboard Admiral Penn, being sent for to consider what course to take about the Swedish ships laden with masts, etc. Sailed from the Downs with the whole fleet in the afternoon.

April 28.
May 8.—Little wind in the morning, easterly : after, calm and foggy : then off Beachy, two leagues distant. Afternoon, little wind westerly.

April 29.
May 9.—Little wind, variable, westerly : met with the Generals, who came to us, we then short of the Isle of Wight about four leagues. Went aboard the Generals.

April 30.
May 10.—Little wind, variable, northerly and N.W. Went aboard the Generals : the whole fleet be put into the several squadrons or divisions. This night stopped the ebb.

¹ This must have been the Swede 'we commanded in,' *cf.* No. 1013.

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